Body Builders Layout Book

SUPER DUTY
WHAT'S NEW

- New 6.8L With Non -PTO 10-speed Transmission (Pickup Only)
- Updated Electrical Interfaces, PDB And Wiring Colors
- Updated Weights, Model Lineup And Dimensional Data
- 4x4 Standard On XLT And Lariat Pickup
- Standard Bed Side And Bumper Steps
- Updated SEIC Wiring And New Connector
- Integrated Trailer Brake Controller Is Now Standard On All Variants Updated GHG Emissions Data
- PTO Is Now Standard On Chassis Cab
- New Vehicle Integration System 2.0 - Allows Read Access To J1939 CAN Signals
- New Urea Fill Pipe And Bracket
- New Fender Mounted Mirror Attachment Provisions
- Chassis Cab Pro Power Onboard Guidance

Ford PRO

Body Builders Layout Book

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IMPORTANT NOTICES

The information described herein is believed to be correct at the time of publication, but accuracy cannot be guaranteed. Ford reserves the right to discontinue models or change specifications or designs at any time without notice and without incurring any obligation.

Representations regarding the compliance of any Ford- manufactured incomplete vehicle to any rule, regulation or standard issued pursuant to the National Traffic and Motor Vehicle Safety Act or the Canadian Motor Vehicle Safety Act are set forth only in the Incomplete Vehicle Manual (IVM) which accompanies each incomplete vehicle.

Regulations such as those issued by the Federal Highway Administration (FHA) or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state, provincial, and local laws and regulations may require installation of additional equipment for the particular use intended for the vehicle. It is the responsibility of the subsequent stage manufacturer or completed vehicle alterer and the vehicle purchaser to ascertain how the vehicle will ultimately be used, if FHA, OSHA or state provincial or local regulations apply and how the vehicle as completed will comply with those requirements. Nothing contained herein is to be construed as a representation that such equipment required for the particular use intended has been installed on the completed or incomplete vehicle.

REFERENCE INFORMATION

Ford Body Builder Advisory Service Publications

This document is an example of a program-specific Body Builders Layout Book (BBLB) published by the Ford Body Builder Advisory Service (BBAS) team. Each Ford Commercial Truck vehicle line has a similar document that aims to provide detailed information which may be of interest to a subsequent-stage manufacturer or alterer.
The Ford Transit and Transit Connect also have a Body and Equipment Mounting Manual (BEMM), which is a comprehensive resource dedicated to body and equipment mounting information.

Yet another source of program-specific information are the “Vehicle Specification” documents available on the Ford BBAS website. Information typically found in these documents are vehicle curb and accessory weights, vehicle dimensions, component descriptions, capacities, GAWRs, alternator output, powertrain output and gear ratios.

In addition to the program-specific documents, there are several Ford BBLB documents that contain general best practices or information on specific subjects that span multiple vehicle lines. These include:
- General BBLB - contains Definitions, Design Recommendations and Vehicle Storage Guidelines.
- Snowplow BBLB
- Pickup Box Removal BBLB

These publications are updated every model year and can be accessed via the web at https://fordbbas.com under “Publications”. For BBLB and BEMM documents, expand the “Body Builder Layout Book” Section to view all available documents. For Vehicle Specifications, expand the “Vehicle Specifications” section. The website search function can be used to filter for specific content or vehicle line.

Ford Body Builder Advisory Service Bulletins

Occasionally, the Ford BBAS team will create an SVE “Bulletin” to address a specific issue or distribute important information in a timely manner. These documents can be accessed via the web at https://fordbbas.com, under “Bulletins”. The website search function can be used to filter for specific content or vehicle line.

If applicable, information from each SVE bulletin will be incorporated into the appropriate BBLB document the following model year. In some cases, SVE bulletins will continue to be referenced in this document.

Ford Body Builder Advisory Service Contact

The Ford Truck Body Builder Advisory Service may be consulted if questions regarding the completion of Ford commercial vehicles are not adequately addressed in the documentation described above. For assistance call (877) 840-4338 or e-mail via the web at https://fordbbas.com under “Contact Us” and select “General Questions”.

For Ford vehicle CAD requests, please visit https://fordbbas.com, select “Contact Us” and then “CAD Request”.

For both Questions and CAD Requests, please be as specific as possible with the request details to assure the most accurate and timely response.

Ford Service Publications

Ford Service Technical Resources (including wiring diagrams, repair manuals and diagnostic tool support) are available by subscription via the Motorcraft website: www.motorcraftservice.com

The following publications are examples of digital and printed manuals which are available from Helm Incorporated; call 1-800-782-4356 or contact Helm, Inc. at their website www.helminc.com:
- Ford Truck Shop Manuals
- Ford Towing Manuals
- Ford Wiring Diagrams

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-250 SRW (10K GVWR)

	ENG.	DRIVE	CAB	WB	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
							FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-250 PICKUP	6.7L	4x2	REG	141.5	10,000	3,545	3,946	2,509	6,455	4,400	4,850	6,340	6,340	1,574	23,500
			SUPER	147.9	10,000	3,257	4,035	2,707	6,742	4,550	5,000	6,340	6,340	2,146	23,500
				164.1	10,000	3,129	4,157	2,714	6,871	4,850	5,300	6,340	6,340	2,017	23,500
			CREW	159.7	10,000	3,164	4,121	2,714	6,835	4,700	5,300	6,340	6,340	2,053	23,500
				175.9	10,000	2,917	4,254	2,828	7,082	5,000	5,300	6,340	6,340	1,806	23,500
		4x4	REG	141.5	10,000	3,131	4,271	2,597	6,868	4,800	5,990	6,340	6,340	1,161	23,500
			SUPER	147.9	10,000	2,859	4,363	2,778	7,140	5,200	5,990	6,340	6,340	1,748	23,500
				164.1	10,000	2,742	4,493	2,765	7,258	5,200	5,990	6,340	6,340	1,630	23,500
			CREW	159.7	10,000	2,796	4,429	2,774	7,203	5,200	5,990	6,340	6,340	1,685	23,500
				175.9	10,000	2,482	4,643	2,875	7,517	5,600	5,990	6,340	6,340	1,371	23,500
	6.8L	4x2	REG	141.5	10,000	4,302	3,273	2,424	5,697	3,800	4,250	6,340	6,340	2,402	23,500
			SUPER	147.9	10,000	4,005	3,410	2,585	5,995	3,950	4,400	6,340	6,340	2,104	23,500
				164.1	10,000	3,896	3,510	2,594	6,104	4,250	4,700	6,340	6,340	1,995	23,500
			CREW	159.7	10,000	3,959	3,449	2,592	6,041	3,950	4,550	6,340	6,340	2,058	23,500
				175.9	10,000	3,735	3,539	2,725	6,264	4,250	4,700	6,340	6,340	1,835	23,500
		4x4	REG	141.5	10,000	3,851	3,631	2,517	6,148	4,400	5,990	6,340	6,340	1,951	23,500
			SUPER	147.9	10,000	3,584	3,757	2,658	6,415	4,400	5,990	6,340	6,340	1,684	23,500
				164.1	10,000	3,496	3,866	2,637	6,504	4,800	5,990	6,340	6,340	1,595	23,500
			CREW	159.7	10,000	3,603	3,786	2,610	6,396	4,400	5,990	6,340	6,340	1,703	23,500
				175.9	10,000	3,300	3,981	2,718	6,699	4,800	5,990	6,340	6,340	1,400	23,500
	7.3L	4x2	REG	141.5	10,000	4,199	3,339	2,461	5,801	3,950	4,400	6,340	6,340	2,298	26,000
			SUPER	147.9	10,000	3,921	3,466	2,613	6,078	3,950	4,550	6,340	6,340	2,021	26,000
				164.1	10,000	3,812	3,566	2,621	6,187	4,250	4,850	6,340	6,340	1,912	26,000
			CREW	159.7	10,000	3,875	3,505	2,620	6,124	4,100	4,700	6,340	6,340	1,975	26,000
				175.9	10,000	3,652	3,595	2,753	6,348	4,250	4,850	6,340	6,340	1,751	26,000
		4x4	REG	141.5	10,000	3,768	3,687	2,545	6,232	4,400	5,990	6,340	6,340	1,867	26,000
			SUPER	147.9	10,000	3,501	3,813	2,685	6,499	4,400	5,990	6,340	6,340	1,600	26,000
				164.1	10,000	3,412	3,923	2,665	6,587	4,800	5,990	6,340	6,340	1,512	26,000
			CREW	159.7	10,000	3,520	3,842	2,638	6,480	4,400	5,990	6,340	6,340	1,619	26,000
				175.9	10,000	3,217	4,037	2,746	6,783	4,800	5,990	6,340	6,340	1,316	26,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-250 SRW (9,900 GVWR)

	GVWR (LBS)	CAB STYLE	WB (IN)	DRIVE	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-250 PICKUP	9900	REG	141.5	4x2	6.8L	4,302	3,273	2,424	5,697	3,800	4,250	6,340	6,340	2,402	23,500
					7.3L	4,199	3,339	2,461	5,801	3,950	4,400	6,340	6,340	2,298	26,000
					6.7L (DIESEL)	3,545	3,946	2,509	6,455	4,400	4,850	6,340	6,340	1,574	23,500
				4x4	6.8L	3,851	3,631	2,517	6,148	4,400	5,990	6,340	6,340	1,951	23,500
					7.3L	3,768	3,687	2,545	6,232	4,400	5,990	6,340	6,340	1,867	26,000
					6.7L (DIESEL)	3,131	4,271	2,597	6,868	4,800	5,990	6,340	6,340	1,161	23,500
		SUPER	147.9	4x2	6.8L	4,005	3,410	2,585	5,995	3,950	4,400	6,340	6,340	2,104	23,500
					7.3L	3,921	3,466	2,613	6,078	3,950	4,550	6,340	6,340	2,021	26,000
					6.7L (DIESEL)	3,257	4,035	2,707	6,742	4,550	5,000	6,340	6,340	2,146	23,500
				4x4	6.8L	3,584	3,757	2,658	6,415	4,400	5,990	6,340	6,340	1,684	23,500
					7.3L	3,501	3,921	2,685	6,499	4,400	5,990	6,340	6,340	1,600	26,000
					6.7L (DIESEL)	2,859	3,257	2,778	7,140	5,200	5,990	6,340	6,340	1,748	23,500
			164.1	4x2	6.8L	3,896	3,510	2,594	6,104	4,250	4,700	6,340	6,340	1,995	23,500
					7.3L	3,812	3,812	2,621	6,187	4,250	4,850	6,340	6,340	1,912	26,000
					6.7L (DIESEL)	3,129	3,129	2,714	6,871	4,850	5,300	6,340	6,340	2,017	23,500
				4x4	6.8L	3,496	3,866	2,637	6,504	4,800	5,990	6,340	6,340	1,595	23,500
					7.3L	3,412	3,412	2,665	6,587	4,800	5,990	6,340	6,340	1,512	26,000
					6.7L (DIESEL)	2,742	2,742	2,765	7,258	5,200	5,990	6,340	6,340	1,630	23,500
		CREW	159.7	4x2	6.8L	3,959	3,449	2,592	6,041	3,950	4,550	6,340	6,340	2,058	23,500
					7.3L	3,875	3,505	2,620	6,124	4,100	4,700	6,340	6,340	1,975	26,000
					6.7L (DIESEL)	3,164	4,121	2,714	6,835	4,700	5,300	6,340	6,340	2,053	23,500
				4x4	6.8L	3,603	3,786	2,610	6,396	4,400	5,990	6,340	6,340	1,703	23,500
					7.3L	3,520	3,842	2,638	6,480	4,400	5,990	6,340	6,340	1,619	26,000
					6.7L (DIESEL)	2,796	4,429	2,774	7,203	5,200	5,990	6,340	6,340	1,685	23,500
			175.9	4x2	6.8L	3,735	3,539	2,725	6,264	4,250	4,700	6,340	6,340	1,835	23,500
					7.3L	3,652	3,595	2,753	6,348	4,250	4,850	6,340	6,340	1,751	26,000
					6.7L (DIESEL)	2,917	4,254	2,828	7,082	5,000	5,300	6,340	6,340	1,806	23,500
				4x4	6.8L	3,300	3,981	2,718	6,699	4,800	5,990	6,340	6,340	1,400	23,500
					7.3L	3,217	4,037	2,746	6,783	4,800	5,990	6,340	6,340	1,316	26,000
					6.7L (DIESEL)	2,482	4,643	2,875	7,517	5,600	5,990	6,340	6,340	1,371	23,500

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
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3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).
Certain option packages include the following front spring/GAWR upgrades:

- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

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Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-250 SRW (>10K GVWR PKG)

	ENG.	DRIVE	CAB	WB	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-250 PICKUP	6.7L	4X2	REG	141	10,600	4,145	3,946	2,509	6,455	4,550	5,000	6,340	6,340	1,574	23,500
			SUPER	148	10,600	3,857	4,035	2,707	6,742	4,550	5,000	6,340	6,340	2,146	23,500
				164	10,600	3,729	4,157	2,714	6,871	4,850	5,300	6,340	6,340	2,017	23,500
			CREW	160	10,600	3,764	4,121	2,714	6,835	4,700	5,300	6,340	6,340	2,053	23,500
				176	10,600	3,517	4,254	2,828	7,082	5,000	5,300	6,340	6,340	1,806	23,500
	6.7L	4X4	REG	141	10,600	3,731	4,271	2,597	6,868	4,800	5,990	6,340	6,340	1,161	23,500
			SUPER	148	10,600	3,459	4,363	2,778	7,140	5,200	5,990	6,340	6,340	1,748	23,500
				164	10,600	3,342	4,493	2,765	7,258	5,200	5,990	6,340	6,340	1,630	23,500
			CREW	160	10,600	3,396	4,429	2,774	7,203	5,200	5,990	6,340	6,340	1,685	23,500
				176	10,600	3,082	4,643	2,875	7,517	5,600	5,990	6,340	6,340	1,371	23,500
	6.8L	4X2	SUPER	148	10,100	4,105	3,410	2,585	5,995	3,950	4,400	6,340	6,340	2,104	23,500
				164	10,400	4,296	3,510	2,594	6,104	4,250	4,700	6,340	6,340	1,995	23,500
			CREW	160	10,100	4,059	3,449	2,592	6,041	3,950	4,550	6,340	6,340	2,058	23,500
				176	10,400	4,135	3,539	2,725	6,264	4,250	4,700	6,340	6,340	1,835	23,500
	6.8L	4X4	REG	142	10,300	4,151	3,631	2,517	6,148	4,400	5,990	6,340	6,340	1,951	23,500
			SUPER	148	10,400	3,984	3,757	2,658	6,415	4,400	5,990	6,340	6,340	1,684	23,500
				164	10,600	4,096	3,866	2,637	6,504	4,800	5,990	6,340	6,340	1,595	23,500
			CREW	160	10,500	4,103	3,786	2,610	6,396	4,400	5,990	6,340	6,340	1,703	23,500
				176	10,600	3,900	3,981	2,718	6,699	4,800	5,990	6,340	6,340	1,400	23,500
	7.3L	4X2	SUPER	148	10,100	4,021	3,466	2,613	6,078	3,950	4,550	6,340	6,340	2,021	26,000
				164	10,400	4,212	3,566	2,621	6,187	4,250	4,850	6,340	6,340	1,912	26,000
			CREW	160	10,200	4,075	3,505	2,620	6,124	4,100	4,700	6,340	6,340	1,975	26,000
				176	10,500	4,152	3,595	2,753	6,348	4,400	5,000	6,340	6,340	1,751	26,000
	7.3L	4X4	REG	141	10,400	4,168	3,687	2,545	6,232	4,400	5,990	6,340	6,340	1,867	26,000
			SUPER	148	10,400	3,901	3,813	2,685	6,499	4,400	5,990	6,340	6,340	1,600	26,000
				164	10,600	4,012	3,923	2,665	6,587	4,800	5,990	6,340	6,340	1,512	26,000
			CREW	160	10,500	4,020	3,842	2,638	6,480	4,400	5,990	6,340	6,340	1,619	26,000
				176	10,600	3,817	4,037	2,746	6,783	4,800	5,990	6,340	6,340	1,316	26,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-250 SRW GVWR UPGRADE & TRAILER TOW PKG

	ENG.	DRIVE	CAB	WB	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-250 PICKUP	6.7L	4X2	REG	141	10,600	4,017	3,946	2,637	6,583	4,550	5,000	6,340	6,340	1,446	30,000
			SUPER	148	10,700	3,829	4,035	2,835	6,870	4,550	5,000	6,340	6,340	2,018	30,000
				164	11,000	4,001	4,157	2,842	6,999	4,850	5,300	6,340	6,340	1,889	30,000
			CREW	160	10,800	3,836	4,121	2,842	6,963	4,700	5,300	6,340	6,340	1,925	30,000
				176	11,100	3,889	4,254	2,956	7,210	5,000	5,300	6,340	6,340	1,678	30,000
	6.7L HO		REG	141	10,600	4,002	3,961	2,637	6,598	4,550	5,000	6,340	6,340	1,431	31,000
			SUPER	148	10,700	3,814	4,050	2,835	6,885	4,550	5,000	6,340	6,340	2,003	31,000
				164	11,000	3,986	4,172	2,842	7,014	4,850	5,300	6,340	6,340	1,874	31,000
			CREW	160	10,800	3,821	4,136	2,842	6,978	4,700	5,300	6,340	6,340	1,910	31,000
				176	11,100	3,874	4,269	2,956	7,225	5,000	5,300	6,340	6,340	1,663	31,000
	6.7L	4X4	REG	141	11,000	4,003	4,271	2,725	6,996	4,800	5,990	6,340	6,340	1,033	30,000
			SUPER	148	11,000	3,731	4,363	2,906	7,268	5,200	5,990	6,340	6,340	1,620	30,000
				164	11,200	3,814	4,493	2,893	7,386	5,200	5,990	6,340	6,340	1,502	30,000
			CREW	160	11,100	3,768	4,429	2,902	7,331	5,200	5,990	6,340	6,340	1,557	30,000
				176	11,200	3,554	4,643	3,003	7,645	5,600	5,990	6,340	6,340	1,243	30,000
	6.7L HO		REG	141	11,000	3,988	4,286	2,725	7,011	4,800	5,990	6,340	6,340	1,018	31,000
			SUPER	148	11,000	3,716	4,378	2,906	7,283	5,200	5,990	6,340	6,340	1,605	31,000
				164	11,400	3,999	4,508	2,893	7,401	5,200	5,990	6,340	6,340	1,487	31,000
			CREW	160	11,100	3,753	4,444	2,902	7,346	5,200	5,990	6,340	6,340	1,542	31,000
				176	11,400	3,739	4,658	3,003	7,660	5,600	5,990	6,340	6,340	1,228	31,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB “Weight Considerations for Completed Vehicles” section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 SRW W/ 17'' TIRES

	CAB	WB	DRIVE	ENG.	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP	REG	142	4x2	6.7L (DIESEL)	10,600	4,047	3,889	2,664	6,553	4,400	4,850	6,340	6,340	941	31,000
			4x4	6.8L	10,400	4,180	3,664	2,555	6,220	4,400	5,990	6,340	6,340	1,029	24,400
				7.3L	10,400	3,967	3,729	2,704	6,433	4,400	5,990	6,340	6,340	1,110	29,000
				6.7L (DIESEL)	11,000	4,027	4,291	2,681	6,972	4,800	5,990	6,340	6,340	1,083	31,000
	SUPER	148	4x2	6.8L	10,100	4,063	3,413	2,623	6,036	3,950	4,550	6,340	6,340	953	24,400
				7.3L	10,100	3,850	3,478	2,772	6,250	3,950	4,550	6,340	6,340	941	29,000
				6.7L (DIESEL)	10,700	3,928	4,004	2,767	6,772	4,550	5,300	6,340	6,340	913	31,000
			4x4	6.8L	10,500	4,036	3,778	2,686	6,463	4,400	5,990	6,340	6,340	1,055	24,400
				7.3L	10,500	3,823	3,842	2,834	6,677	4,400	5,990	6,340	6,340	1,141	29,000
				6.7L (DIESEL)	11,000	3,810	4,339	2,851	7,190	5,200	5,990	6,340	6,340	1,113	31,000
		164	4x2	6.8L	10,400	4,252	3,515	2,633	6,148	4,250	4,700	6,340	6,340	1,145	24,400
				7.3L	10,400	4,038	3,579	2,782	6,361	4,250	4,850	6,340	6,340	1,133	29,000
				6.7L (DIESEL)	11,000	4,102	4,125	2,772	6,897	4,850	5,300	6,340	6,340	1,106	31,000
			4x4	6.8L	10,800	4,229	3,896	2,675	6,571	4,800	5,990	6,340	6,340	1,247	24,400
				7.3L	10,800	4,015	3,960	2,824	6,784	4,800	5,990	6,340	6,340	1,333	29,000
				6.7L (DIESEL)	11,300	3,984	4,487	2,828	7,315	5,200	5,990	6,340	6,340	1,305	31,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 SRW W/ 17'' TIRES (CONT)

	CAB	WB	DRIVE	ENG.	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP	CREW	160	4x2	6.8L	10,200	4,008	3,482	2,710	6,191	4,100	4,550	6,340	6,340	1,074	24,400
				7.3L	10,200	3,795	3,547	2,858	6,405	4,100	4,700	6,340	6,340	1,062	29,000
				6.7L (DIESEL)	10,800	3,852	4,087	2,860	6,947	4,700	5,300	6,340	6,340	1,034	31,000
			4x4	6.8L	10,600	3,992	3,870	2,738	6,608	4,400	5,990	6,340	6,340	1,135	24,400
				7.3L	10,600	3,779	3,934	2,886	6,821	4,800	5,990	6,340	6,340	1,229	29,000
				6.7L (DIESEL)	11,200	3,828	4,470	2,901	7,372	5,200	5,990	6,340	6,340	1,184	31,000
		176	4x2	6.8L	10,600	4,182	3,664	2,753	6,417	4,400	4,850	6,340	6,340	1,256	24,400
				7.3L	10,600	3,969	3,729	2,902	6,630	4,400	5,000	6,340	6,340	1,244	29,000
				6.7L (DIESEL)	11,100	3,916	4,243	2,940	7,184	5,000	5,300	6,340	6,340	1,216	31,000
			4x4	6.8L	10,900	4,177	4,050	2,672	6,722	4,800	5,990	6,340	6,340	1,433	24,400
				7.3L	10,900	3,964	4,115	2,821	6,936	4,800	5,990	6,340	6,340	1,519	29,000
				6.7L (DIESEL)	11,499	3,850	4,676	2,972	7,649	5,600	5,990	6,340	6,340	1,352	31,000
	REG	142	4X2	6.7L HO	10,600	4,031	3,904	2,664	6,568	4,400	4,850	6,340	6,340	944	35,200
	SUPER	148			10,700	3,912	4,020	2,767	6,787	4,550	5,300	6,340	6,340	916	35,200
		164			11,000	4,087	4,141	2,772	6,913	4,850	5,300	6,340	6,340	1,109	35,200
	CREW	160			10,800	3,837	4,103	2,860	6,962	4,700	5,300	6,340	6,340	1,037	35,200
		176			11,100	3,900	4,259	2,940	7,199	5,000	5,300	6,340	6,340	1,219	35,200
	REG	142	4X4		11,000	4,012	4,306	2,681	6,987	4,800	5,990	6,340	6,340	1,086	35,200
	SUPER	148			11,000	3,794	4,355	2,851	7,205	5,200	5,990	6,340	6,340	1,116	35,200
		164			11,300	3,969	4,503	2,828	7,331	5,200	5,990	6,340	6,340	1,309	35,200
	CREW	160			11,200	3,812	4,486	2,901	7,387	5,200	5,990	6,340	6,340	1,195	35,200
		176			11,499	3,834	4,692	2,972	7,664	5,600	5,990	6,340	6,340	1,356	35,200

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 SRW W/ 18'' ALL-SEASON TIRES

	DRIVE	CAB	WB	ENG.	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP	4X4	REG	141.5	6.8L	11,400	5,118	3,709	2,572	6,282	4,400	5,950	7,230	7,230	1,029	24,400
				7.3L	11,400	4,905	3,774	2,721	6,495	4,400	5,950	7,230	7,230	1,110	29,000
				6.7L (DIESEL)	12,000	4,965	4,336	2,698	7,034	5,200	5,950	7,230	7,230	1,083	31,000
		SUPER	147.9	6.8L	11,400	4,874	3,811	2,715	6,525	4,400	5,950	7,230	7,230	1,055	24,400
				7.3L	11,400	4,661	3,875	2,863	6,739	4,400	5,950	7,230	7,230	1,141	29,000
				6.7L (DIESEL)	12,000	4,748	4,369	2,883	7,252	5,200	5,950	7,230	7,230	1,113	31,000
			164.1	6.8L	11,800	5,167	3,923	2,710	6,633	4,800	5,950	7,230	7,230	1,247	24,400
				7.3L	11,800	4,953	3,987	2,859	6,846	4,800	5,950	7,230	7,230	1,333	29,000
				6.7L (DIESEL)	12,300	4,922	4,489	2,888	7,377	5,200	5,950	7,230	7,230	1,305	31,000
		CREW	159.7	6.8L	11,499	4,829	3,888	2,782	6,670	4,400	5,950	7,230	7,230	1,135	24,400
				7.3L	11,499	4,616	3,952	2,930	6,883	4,800	5,950	7,230	7,230	1,229	29,000
				6.7L (DIESEL)	12,000	4,566	4,471	2,962	7,434	5,200	5,950	7,230	7,230	1,184	31,000
			175.9	6.8L	11,900	5,114	4,054	2,731	6,785	4,800	5,950	7,230	7,230	1,433	24,400
				7.3L	11,900	4,901	4,119	2,880	6,999	5,200	5,950	7,230	7,230	1,519	29,000
				6.7L (DIESEL)	12,400	4,703	4,652	3,044	7,697	5,600	5,950	7,230	7,230	1,352	31,000
	4x4	REG	141.0	HO 6.7L	12,000	4,950	4,351	2,698	7,049	5,200	5,950	7,230	7,230	1,086	35,200
		SUPER	148.0		12,000	4,732	4,385	2,883	7,267	5,200	5,950	7,230	7,230	1,116	35,200
			164.0		12,300	4,907	4,505	2,888	7,393	5,600	5,950	7,230	7,230	1,309	35,200
		CREW	160.0		12,000	4,550	4,487	2,962	7,449	5,200	5,950	7,230	7,230	1,195	35,200
			176.0		12,400	4,687	4,668	3,044	7,712	5,600	5,950	7,230	7,230	1,356	35,200

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
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NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 SRW W/ 18'' ALL-SEASON TIRES (CONT)

	CAB	WB	DRIVE	ENG.	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP	CREW	159.7	4x2	6.8L	10,600	4,351	3,503	2,746	6,248	4,100	4,550	6,780	6,780	1,074	24,400
				7.3L	10,700	4,238	3,568	2,894	6,462	4,100	4,700	6,780	6,780	1,062	29,000
				6.7L (DIESEL)	11,300	4,295	4,113	2,891	7,004	4,700	5,300	6,780	6,780	1,034	31,000
			4x4	6.8L	11,000	4,335	3,888	2,777	6,665	4,400	5,950	6,780	6,780	1,135	24,400
				7.3L	11,100	4,222	3,952	2,925	6,878	4,800	5,950	6,780	6,780	1,229	29,000
				6.7L (DIESEL)	11,499	4,070	4,506	2,922	7,429	5,200	5,950	6,780	6,780	1,184	31,000
		175.9	4x2	6.8L	11,100	4,625	3,699	2,775	6,474	4,400	5,000	6,780	6,780	1,256	24,400
				7.3L	11,100	4,412	3,764	2,924	6,687	4,550	5,300	6,780	6,780	1,244	29,000
				6.7L (DIESEL)	11,499	4,258	4,292	2,948	7,241	5,000	5,300	6,780	6,780	1,216	31,000
			4x4	6.8L	11,300	4,519	4,084	2,696	6,780	4,800	5,950	6,780	6,780	1,433	24,400
				7.3L	11,300	4,306	4,149	2,845	6,994	5,200	5,950	6,780	6,780	1,519	29,000
				6.7L (DIESEL)	12,000	4,266	4,673	3,060	7,734	5,600	5,950	6,780	6,780	1,352	31,000
	REG	141.0	4x2	HO 6.7L	11,100	4,474	3,982	2,643	6,625	4,550	5,000	6,780	6,780	944	35,200
	SUPER	148.0			11,200	4,355	4,051	2,793	6,844	4,550	5,300	6,780	6,780	916	35,200
		164.0			11,499	4,528	4,145	2,826	6,971	4,850	5,300	6,780	6,780	1,109	35,200
	CREW	160.0			11,300	4,280	4,129	2,891	7,019	4,700	5,300	6,780	6,780	1,037	35,200
		176.0			11,499	4,242	4,308	2,948	7,256	5,000	5,300	6,780	6,780	1,219	35,200
	REG	141.0	4x4		11,499	4,454	4,366	2,678	7,044	5,200	5,950	6,780	6,780	1,086	35,200
	SUPER	148.0			11,499	4,235	4,415	2,849	7,263	5,200	5,950	6,780	6,780	1,116	35,200
		164.0			11,499	4,111	4,538	2,850	7,388	5,600	5,950	6,780	6,780	1,309	35,200
	CREW	160.0			11,499	4,054	4,522	2,922	7,444	5,200	5,950	6,780	6,780	1,195	35,200
		176.0			12,000	4,250	4,689	3,060	7,749	5,600	5,950	6,780	6,780	1,356	35,200

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 SRW W/18" (20" DIESEL) ALL-TERRAIN TIRES

	DRIVE	CAB	WB	ENG.	GVWR	MAX ADVERTISED PAYLOAD	BASE CURB			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP	4X4	REG	141.5	6.8L	11,400	5,118	3,709	2,572	6,282	4,400	5,950	7,230	7,230	1,029	24,400
				7.3L	11,400	4,905	3,774	2,721	6,495	4,400	5,950	7,230	7,230	1,110	29,000
				6.7L (DIESEL)	12,000	4,965	4,336	2,698	7,034	5,200	5,950	7,230	7,230	1,083	31,000
		SUPER	147.9	6.8L	11,400	4,874	3,811	2,715	6,525	4,400	5,950	7,230	7,230	1,055	24,400
				7.3L	11,400	4,661	3,875	2,863	6,739	4,400	5,950	7,230	7,230	1,141	29,000
				6.7L (DIESEL)	12,000	4,748	4,369	2,883	7,252	5,200	5,950	7,230	7,230	1,113	31,000
			164.1	6.8L	11,800	5,167	3,923	2,710	6,633	4,800	5,950	7,230	7,230	1,247	24,400
				7.3L	11,800	4,953	3,987	2,859	6,846	4,800	5,950	7,230	7,230	1,333	29,000
				6.7L (DIESEL)	12,300	4,922	4,489	2,888	7,377	5,200	5,950	7,230	7,230	1,305	31,000
		CREW	159.7	6.8L	11,499	4,829	3,888	2,782	6,670	4,400	5,950	7,230	7,230	1,135	24,400
				7.3L	11,499	4,616	3,952	2,930	6,883	4,800	5,950	7,230	7,230	1,229	29,000
				6.7L (DIESEL)	12,000	4,566	4,471	2,962	7,434	5,200	5,950	7,230	7,230	1,184	31,000
			175.9	6.8L	11,900	5,114	4,054	2,731	6,785	4,800	5,950	7,230	7,230	1,433	24,400
				7.3L	11,900	4,901	4,119	2,880	6,999	5,200	5,950	7,230	7,230	1,519	29,000
				6.7L (DIESEL)	12,400	4,703	4,652	3,044	7,697	5,600	5,950	7,230	7,230	1,352	31,000
	4x4	REG	141.0	HO 6.7L	12,000	4,950	4,351	2,698	7,049	5,200	5,950	7,230	7,230	1,086	35,200
		SUPER	148.0		12,000	4,732	4,385	2,883	7,267	5,200	5,950	7,230	7,230	1,116	35,200
			164.0		12,300	4,907	4,505	2,888	7,393	5,600	5,950	7,230	7,230	1,309	35,200
		CREW	160.0		12,000	4,550	4,487	2,962	7,449	5,200	5,950	7,230	7,230	1,195	35,200
			176.0		12,400	4,687	4,668	3,044	7,712	5,600	5,950	7,230	7,230	1,356	35,200

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) OPT/ARC Weight is the maximum allowable weight for regular production options (OPT) and aftermarket equipment (Accessory Reserve Capacity) for completed pickup truck models with standard equipment and the powertrain combination indicated. The official ARC weight for a completed vehicle is provided by Ford on the Certification Label, see the General BBLB "Weight Considerations for Completed Vehicles" section for more information.
3) Gross Axle Weight Rating (GAWR) is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and Rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
- Heavy Service Front Suspension Package and Heavy Service Package.— Front springs/GAWR will be selected 1 upgrade higher than standard computer selection;
- Camper Package — Front springs/GAWR will be selected 2 upgrades higher than standard computer selection on 4x2 models and 1 upgrade higher than standard computer selection on 4x4 models;
- Snowplow Package — Front spring/GAWR upgrade is not included if the maximum front spring has been computer-selected as a consequence of options ordered.

Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-350 DRW

	GVWR (LBS)	CAB STYLE	WB (IN)	DRIVE	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-350 PICKUP DRW	14,000	REG	141.5	4x2	6.8L	7,793	3,341	2,865	6,206	4,100	4,550	10,300	10,300	970	25,400
					7.3L	7,685	3,424	2,890	6,314	4,100	4,550	10,300	10,300	970	29,500
					6.7L (DIESEL)	7,007	3,969	3,023	6,992	4,700	5,000	9,900	9,900	930	43,900
				4x4	6.8L	7,353	3,687	2,960	6,647	4,400	5,990	9,900	9,900	856	25,400
					7.3L	7,257	3,746	2,997	6,743	4,400	5,990	9,900	9,900	856	29,500
					6.7L (DIESEL)	6,579	4,315	3,106	7,421	5,200	5,990	9,900	9,900	816	43,900
		SUPER	164.1	4x2	6.8L	7,334	3,580	3,086	6,666	4,400	4,850	9,900	9,900	1,031	25,400
					7.3L	7,238	3,638	3,123	6,762	4,550	5,000	9,900	9,900	1,031	29,500
					6.7L (DIESEL)	6,564	4,251	3,185	7,436	5,300	5,300	9,900	9,900	991	43,900
				4x4	6.8L	6,919	3,912	3,169	7,080	4,800	5,990	9,900	9,900	1,059	25,400
					7.3L	6,823	3,970	3,206	7,176	4,800	5,990	9,900	9,900	1,059	29,500
					6.7L (DIESEL)	6,147	4,552	3,300	7,852	5,600	5,990	9,900	9,900	1,020	43,900
		CREW	175.9	4x2	6.8L	7,114	3,724	3,162	6,886	4,550	5,000	9,900	9,900	1,108	25,400
					7.3L	7,018	3,782	3,200	6,982	4,550	5,300	9,900	9,900	1,108	29,500
					6.7L (DIESEL)	6,378	4,305	3,317	7,622	5,300	5,300	9,900	9,900	1,068	43,900
				4x4	6.8L	6,693	4,063	3,244	7,306	5,200	5,990	9,900	9,900	1,134	25,400
					7.3L	6,597	4,121	3,281	7,402	5,200	5,990	9,900	9,900	1,134	29,500
					6.7L (DIESEL)	5,888	4,704	3,408	8,111	5,600	5,990	9,900	9,900	1,094	43,900
		REG	141.0	4X2	6.7L HO	6,992	3,985	3,023	7,008	4,700	5,000	9,900	9,900	933	45,600
		SUPER	164.0			6,548	4,266	3,185	7,451	5,300	5,300	9,900	9,900	1,005	45,600
		CREW	176.0			6,362	4,320	3,317	7,637	5,300	5,300	9,900	9,900	1,082	45,600
		REG	141.0	4X4		6,563	4,330	3,106	7,436	5,200	5,990	9,900	9,900	819	45,600
		SUPER	164.0			6,132	4,568	3,300	7,868	5,600	5,990	9,900	9,900	1,034	45,600
		CREW	176.0			5,873	4,719	3,408	8,127	5,600	5,990	9,900	9,900	1,108	45,600

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NOTE:
The standard front spring/GAWR on Pickup models is computer-selected based on the total front weight of options ordered. Front spring/GAWR upgrades range from 3800 lbs. to 5300 lbs. (4x2) and 4400 lbs. to 6000 lbs. (4x4).

Certain option packages include the following front spring/GAWR upgrades:
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Body Builders Layout Book

SUPER DUTY

PICKUP MODEL LINEUP - F-450 DRW

	GVWR (LBS)	CAB STYLE	WB (IN)	DRIVE	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
										MIN	MAX	MIN	MAX		
							FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-450 PICKUP / DRW	14,000	REG	141.0	4X2	6.7L	6,342	4,244	3,413	7,657	5,200	5,990	9,900	9,900	806	46,700
			141.0		6.7L HO	6,327	4,260	3,413	7,673	5,200	5,990	9,900	9,900	809	46,700
		CREW	176.0		6.7L	5,687	4,568	3,744	8,312	5,600	5,990	9,900	9,900	1,025	43,500
			176.0		6.7L HO	5,672	4,584	3,744	8,327	5,600	5,990	9,900	9,900	1,028	43,500
		REG	141.0	4X4	6.7L	5,947	4,562	3,491	8,053	5,200	5,990	9,900	9,900	944	46,700
			141.0		6.7L HO	5,931	4,578	3,491	8,068	5,200	5,990	9,900	9,900	947	46,700
		CREW	176.0		6.7L	5,388	4,814	3,798	8,612	5,600	5,990	9,900	9,900	1,055	43,500
			176.0		6.7L HO	5,372	4,830	3,798	8,627	5,600	5,990	9,900	9,900	1,058	43,500

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
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NOTE:
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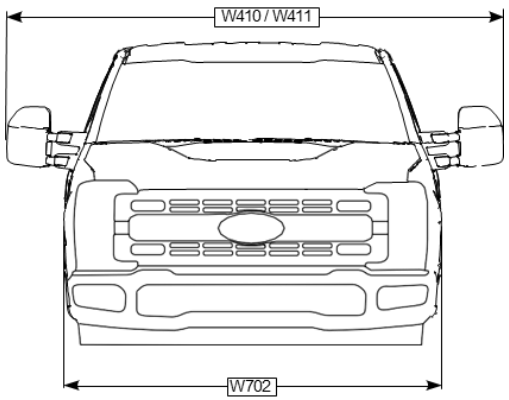
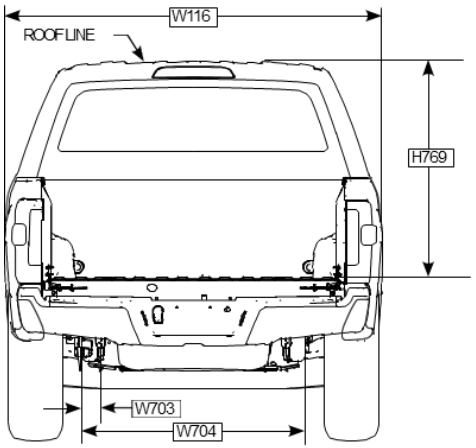
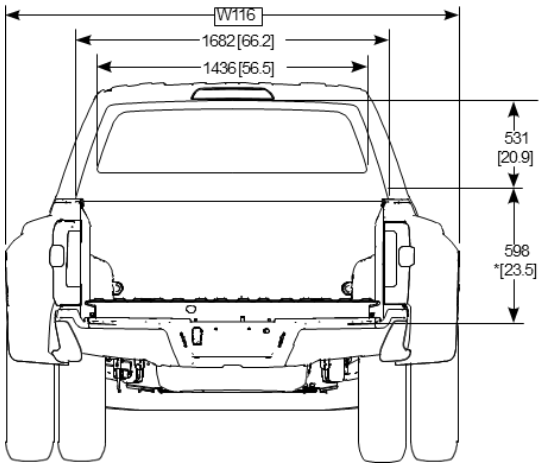
Body Builders Layout Book

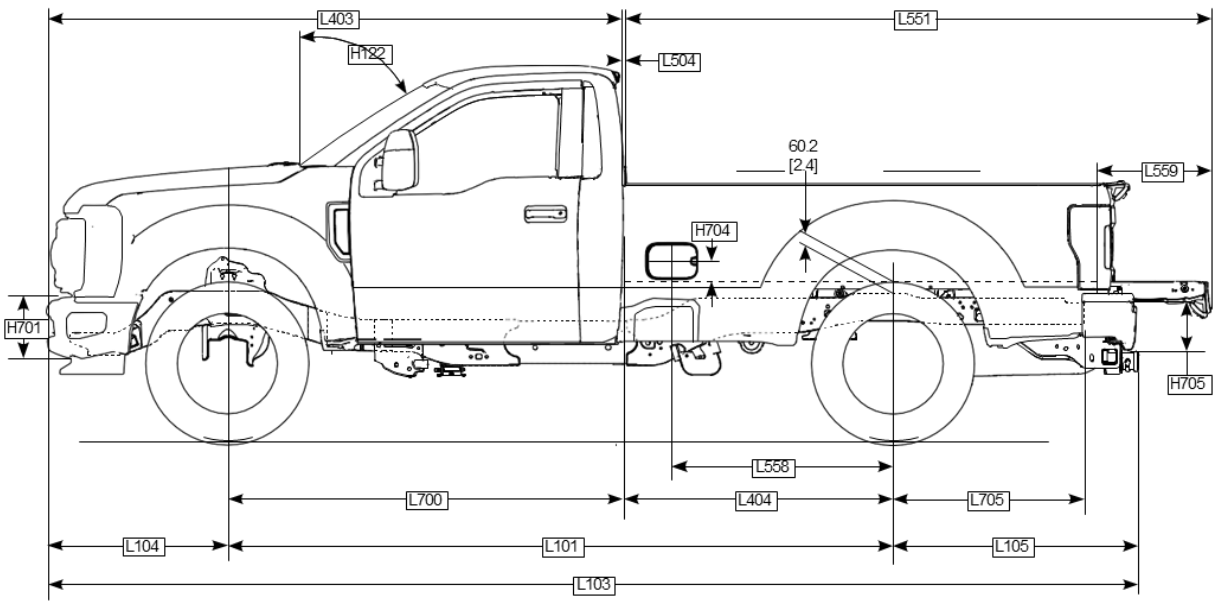
SUPER DUTY

PICKUP DIMENSIONAL DATA - REGULAR CAB









CHASSIS			
CODE	DESCRIPTION	4x2 & 4X4	
L101	WHEELBASE	3596	[141.6]
L103	VEHICLE LENGTH	5888	[231.8]
L104	FRONT OVERHANG	971	[38.2]
L105	REAR OVERHANG	1321	[52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	3142	[123.7]
L404	CAB TO C_L OF REAR AXLE	1425	[56.1]
L700	C_L OF FRONT AXLE TO BACK OF CAB	2171	[85.5]
L705	C_L OF REAR AXLE TO REAR END OF FRAME	1055	[41.5]
W703	FRAME RAIL WIDTH (Nominal at CL of rear axle)	61	[2.4]
W704	REAR FRAME WIDTH (Nominal at CL of rear axle)	958	[37.7]

PICKUP			
CODE	DESCRIPTION	4x2 & 4X4	
	NOMINAL CARGO BODY SIZE – 8 FT		
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO CL OF FUEL FILLER DOOR	113	[4.4]
H705	REAR BUMPER HEIGHT	306	[12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ C_L OF REAR AXLE	1168	[46.0]
L504	CAB TO PICKUP BOX	16	[0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	3205	[126]
L558	C_L OF REAR AXLE TO C_L OF FUEL FILLER DOOR	1193	[47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	632	[25]

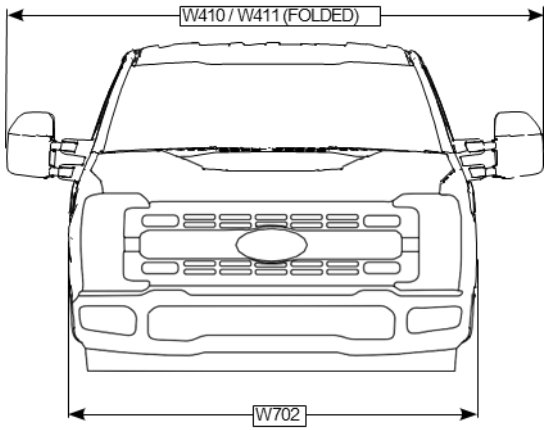
CAB			
CODE	DESCRIPTION	4x2 & 4X4	
H122	WINDSHIELD ANGLE (DEGREES)	53.6	
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370	[14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	414/513	[16.3/20.2]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS)- SRW	2,031	[80.0]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - DRW	2,438	[96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2,689	[105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2,817	[110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2,167	[85.3]
W702	FRONT BUMPER WIDTH	1,982	[78.0]

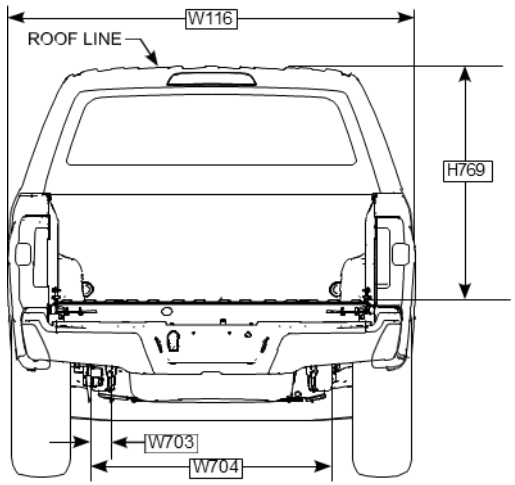
NOTE- [ ] DIMENSION ARE INCHES

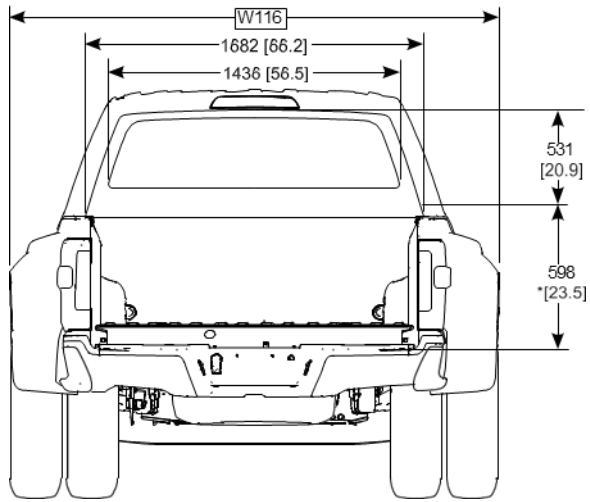
Body Builders Layout Book

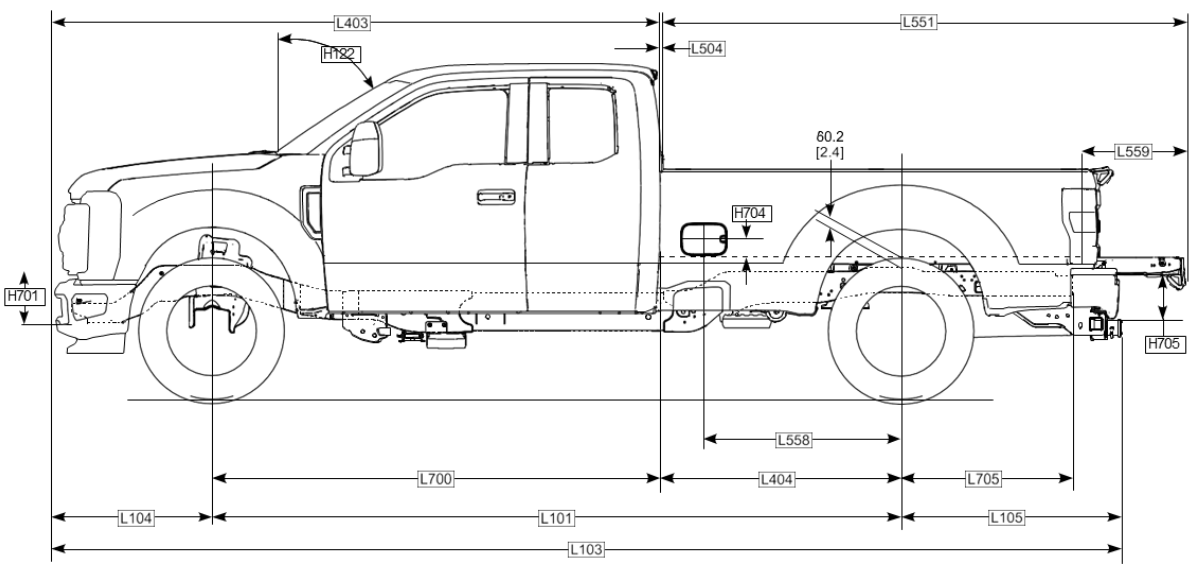
SUPER DUTY

PICKUP DIMENSIONAL DATA - SUPERCAB









CHASSIS			
CODE	DESCRIPTION	SWB	LWB
L101	WHEELBASE	3759 [148.0]	4170 [164.2]
L103	VEHICLE LENGTH	6051 [238.2]	6462 [254.4]
L104	FRONT OVERHANG	971 [38.2]	971 [38.2]
L105	REAR OVERHANG	1321 [52.0]	1321 [52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	3716 [146.3]	3716 [146.3]
L404	CAB TO CL OF REAR AXLE	1014 [39.9]	1425 [56.1]
L700	CL OF FRONT AXLE TO BACKOF CAB	2745 [108.1]	2745 [108.1]
L705	CL OF REAR AXLE TO REAR END OF FRAME	1055 [41.5]	1055 [41.5]
W703	FRAME RAIL WIDTH (Nominal at CL of rear axle)	61 [2.4]	61 [2.4]
W704	REAR FRAME WIDTH (Nominal at CL of rear axle)	958 [37.7]	958 [37.7]

PICKUP			
CODE	DESCRIPTION	SWB	LWB
	NOMINAL CARGO BODY SIZE	**6.75 FT**	**8 FT**
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO CL OF FUEL FILLER DOOR	97 [3.8]	113 [4.4]
H705	REAR BUMPER HEIGHT	306 [12.0]	306 [12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ CL OF REAR AXLE	1173 [46.2]	1173 [46.2]
L504	CAB TO PICKUP BOX	16 [0.6]	16 [0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	2744 [108]	3155 [124]
L558	CL OF REAR AXLE TO CL OF FUEL FILLER DOOR	782 [30.8]	1193 [47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	629 [24.8]	629 [24.8]

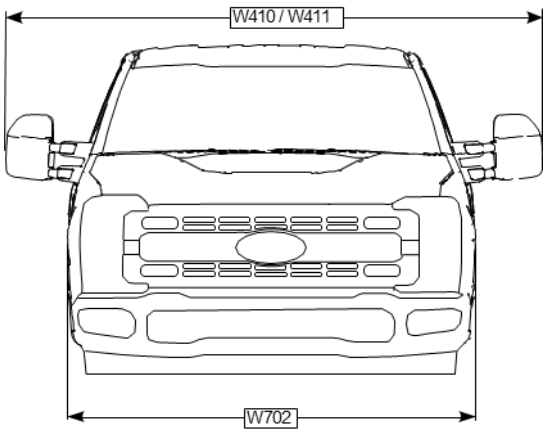
CAB		
CODE	DESCRIPTION	4x2 / 4x4
H122	WINDSHIELD ANGLE (DEGREES)	53.6
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370 [14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	414/513 [16.3/20.2]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS)-SRW	2031 [79.9]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS)-DRW	2438 [96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2689 [105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2817 [110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2167 [85.3]
W702	FRONT BUMPER WIDTH	1982 [78.0]

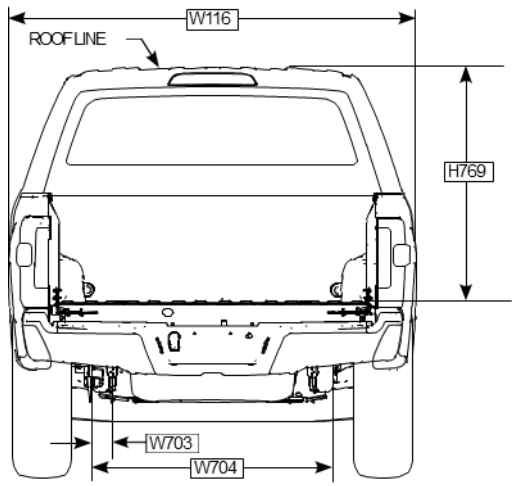
NOTE- [ ] DIMENSION ARE INCHES

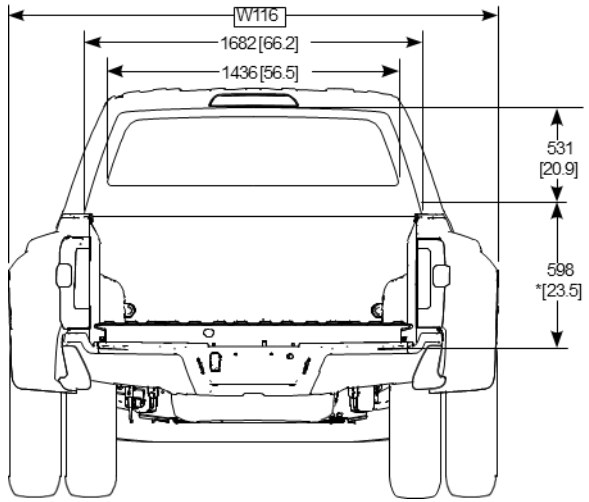
Body Builders Layout Book

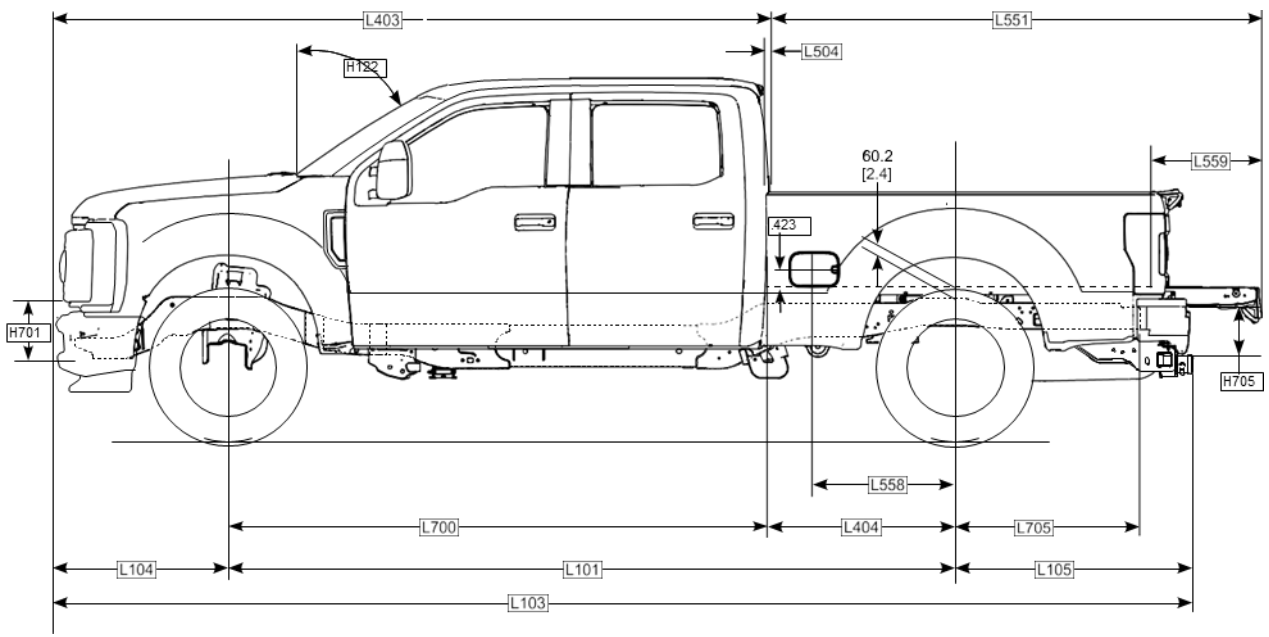
SUPER DUTY

PICKUP DIMENSIONAL DATA - CREW CAB









CHASSIS			
CODE	DESCRIPTION	SWB	LWB
L101	WHEELBASE	4059 [159.8]	4470 [176.0]
L103	VEHICLE LENGTH	6351 [250.0]	6762[266.6]
L104	FRONT OVERHANG	971 [38.2]	971 [38.2]
L105	REAR OVERHANG	1321 [52.0]	1321 [52.0]
L403	FRONT OF BUMPER TO BACK OF CAB	4016 [158.1]	4016 [158.1]
L404	CAB TO C_L OF REAR AXLE	1014 [39.9]	1425 [56.1]
L700	C_L OF FRONT AXLE TO BACKOF CAB	3045 [119.9]	3045 [119.9]
L705	C_L OF REAR AXLE TO REAR END OF FRAME	1055 [41.5]	1055 [41.5]
W703	FRAME RAIL WIDTH (Nominal at CL of rear axle)	61 [2.4]	61 [2.4]
W704	REAR FRAME WIDTH (Nominal at CL of rear axle)	958 [37.7]	958 [37.7]

PICKUP			
CODE	DESCRIPTION	SWB	LWB
	NOMINAL CARGO BODY SIZE	6.75 FT	8 FT
H704	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO C_L OF FUEL FILLER DOOR	97 [3.8]	113 [4.4]
H705	REAR BUMPER HEIGHT	306 [12.0]	306 [12.0]
H769	TOP OF PICKUP BOX FLOOR (HIGHEST POINT) TO TOP OF CAB @ CL OF REAR AXLE	1173 [46.2]	1173 [46.2]
L504	CAB TO PICKUP BOX	16 [0.6]	16 [0.6]
L551	BOX OVERALL LENGTH TO OPEN TAILGATE	2807 [110.5]	3218 [126.7]
L558	C_L OF REAR AXLE TO C_L OF FUEL FILLER DOOR	782 [30.8]	1193 [47.0]
L559	LENGTH OF OPEN TAILGATE (From end of box floor)	644 [25.4]	644 [25.4]

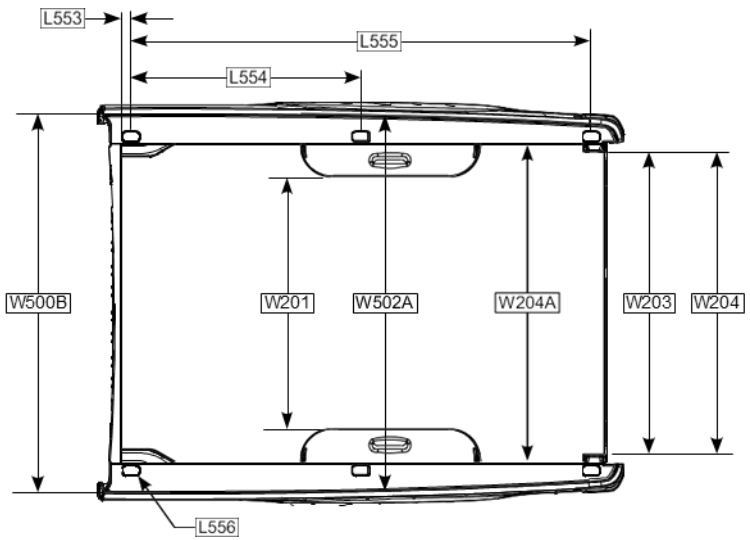
CAB		
CODE	DESCRIPTION	4x2 / 4x4
H122	WINDSHIELD ANGLE (DEGREES)	53.6
H701	FRONT BUMPER HEIGHT - W/O VALENCE	370 [14.6]
H701	FRONT BUMPER HEIGHT - W/ VALENCE	414/513 [16.3/20.2]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - SRW	2031 [80.0]
W116	VEHICLE BODY WIDTH (MAX W/O MIRRORS) - DRW	2438 [96.0]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: MANUAL MIRRORS)	2689 [105.9]
W410	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – EXTENDED)	2817 [110.9]
W411	VEHICLE WIDTH (CAB WIDTH MAX WITH: TRAILER TOW MIRRORS – FOLDED)	2167 [85.3]
W702	FRONT BUMPER WIDTH	1982 [78.0]

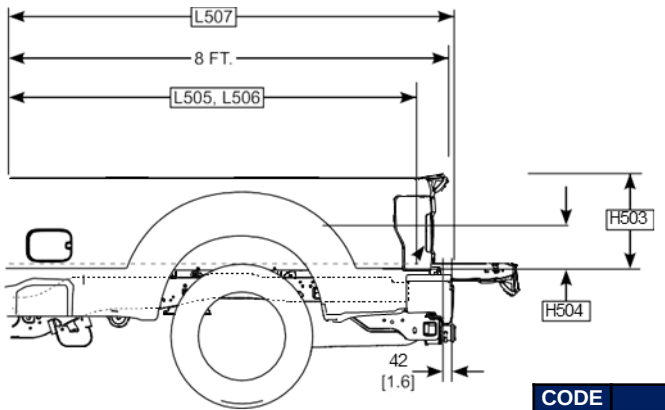
NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

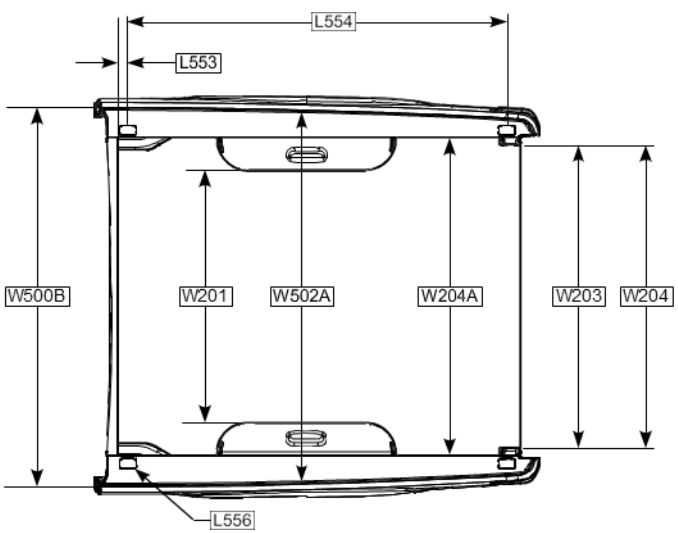
PICKUP DIMENSIONAL DATA - PICKUP BOX

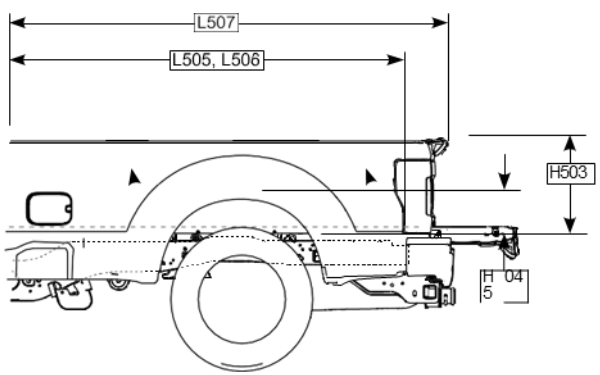




8 FT. BOX

CODE	DESCRIPTION	6.75'	8'
H503	CARGO BODY HEIGHT WITH MOLDING (Measured from top of floor beads)	535 [21.1]	535 [21.1]
H504	WHEELHOUSE HEIGHT	233 [9.2]	233 [9.2]
L505	CARGO BODY LENGTH @ FLOOR	2081 [81.9]	2492 [98.1]
L506	CARGO BODY LENGTH @ TOP (BELT)	2037 [80.2]	2448 [96.4]
L507	CARGO BODY OVERALL LENGTH	2274 [89.5]	2685 [105.7]
L553	INSIDE FRONT OF BOX TO CL OF STAKE #1 (Measured at Top of Box)	48 [1.9]	48 [1.9]
L554	CL OF STAKE #1 TO CL OF STAKE #2	1919 [75.6]	1168 [46.0]
L555	CL OF STAKE #1 TO CL OF STAKE #3	NA NA	2330 [-91.7]
L556	STAKE POCKET SIZE (L X W)	59 X 44 [2.3 x 1.7]	59 X 44 [2.3 x 1.7]
W201	CARGO WIDTH @ WHEELHOUSE	1282 [50.5]	1282 [50.5]
W203	REAR OPENING WIDTH @ FLOOR	1536 [60.5]	1536 [60.5]
W204	REAR OPENING WIDTH @ TOP	1536 [60.5]	1536 [60.5]
W204A	REAR OPENING WIDTH @ TOP (BELT) (Measured between box top moldings)	1609 [63.3]	1609 [63.3]
W500B	CARGO BODY MAXIMUM INSIDE WIDTH @ FLOOR	1698 [66.9]	1698 [66.9]
W502A	CARGO BODY MAXIMUM INSIDE WIDTH @ CL OF REAR AXLE	1698 [66.9]	1698 [66.9]
V5	CARGO VOLUME – LITERS [CU. FT.]	1851 [65.4]	2224 [78.5]



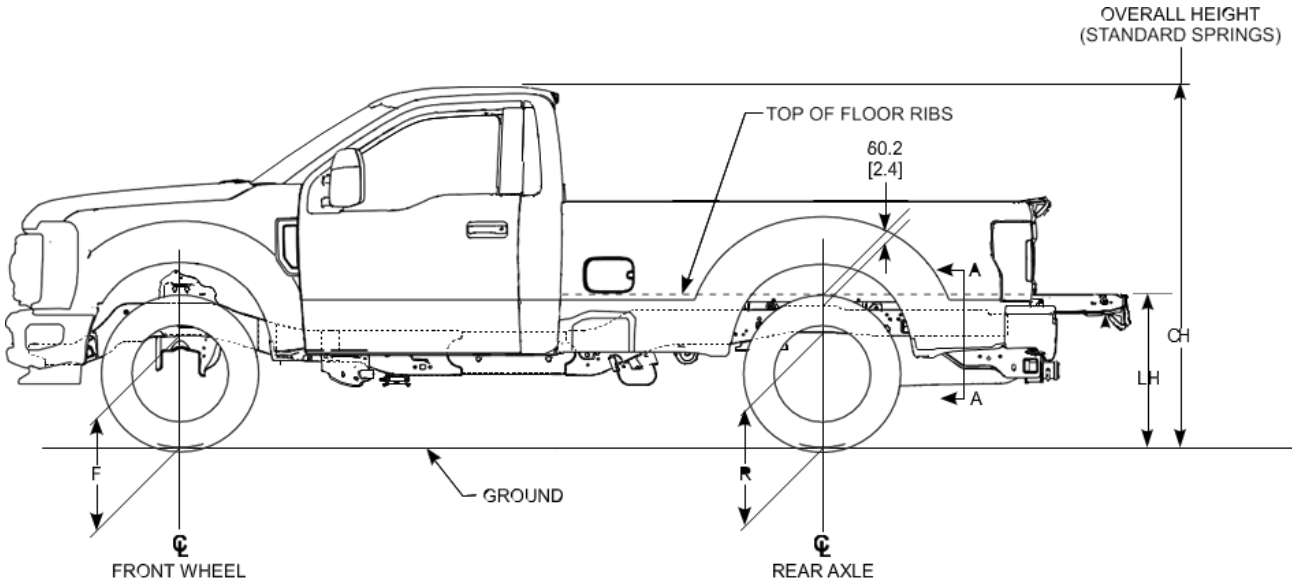


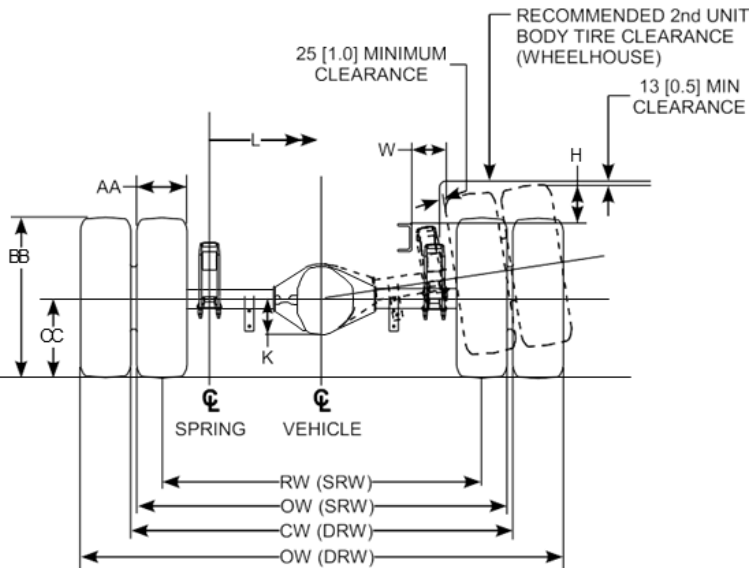
6.75 FT. BOX

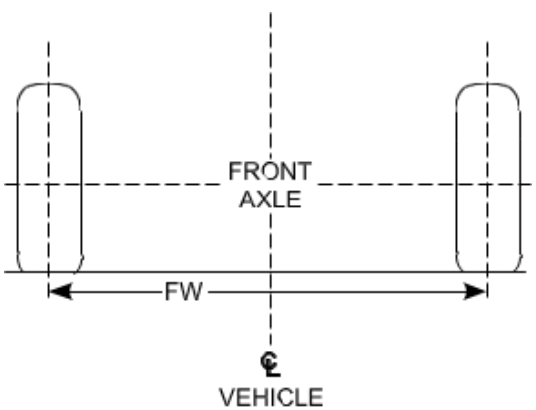
NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY

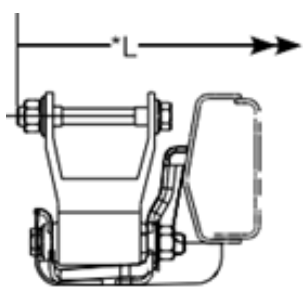
PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB







FRONT TREAD WIDTH



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
- LH IS FROM GROUND TO TOP OF FLOOR RIBS
- *H IS TOP OF FRAME AT CENTER LINE OF REAR AXLE TO TOP OF THE TIRE IN JOUNCE
- *L IS FROM THE OUTSIDE EDGE OF SHACKLE EYEBOLT
- *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE

Body Builders Layout Book

SUPER DUTY

PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F250 Reg Cab 4X2	10000 SRW	141.6	LT245/75R17 E	mm	375	807	541	518	662	536	928	754	2005	1928	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.3	20.4	26.1	21.1	36.5	29.7	78.9	75.9	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
F250 Reg Cab 4x4	10000 SRW	141.6	LT245/75R17 E	mm	375	807	621	591	707	584	956	790	2066	1987	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.4	23.3	27.8	23	37.6	31.1	81.3	78.2	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
F350 Reg Cab 4x2	10000 SRW	141.6	LT245/75R17 E	mm	375	807	537	517	656	536	921	754	2000	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
				inches	14.8	31.8	21.1	20.4	25.8	21.1	36.2	29.7	78.7	75.9	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
	14000 DRW	141.6		mm	375	807	546	517	677	543	947	764	2015	1931	183	1144	1314	254	779	1755	---	2434	1898	218	188
				inches	14.8	31.8	21.5	20.3	26.6	21.4	37.3	30.1	79.3	76	7.2	45	51.7	10	31	69.1	---	95.8	74.7	8.6	7.4
F350 Reg Cab 4x4	10000 SRW	141.6	LT245/75R17 E	mm	375	807	618	591	701	584	949	790	2062	1987	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
				inches	14.8	31.8	24.3	23.3	27.6	23	37.4	31.1	81.2	78.2	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
	14000 DRW	141.6		mm	375	807	617	591	707	592	959	801	2065	1991	183	1144	1314	254	779	1756	---	2434	1898	152	194
				inches	14.8	31.8	24.3	23.3	27.9	23.3	37.8	31.5	81.3	78.4	7.2	45	51.7	10	31	69.1	---	95.8	74.7	6	7.6
F-450 Reg Cab 4X2	14000 DRW	141.6	225/70R19.5G	mm	384	817	638	611	723	621	972	835	2083	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.1	32.2	25.1	24.1	28.5	24.4	38.3	32.9	82	79.4	7.2	45	51.7	9.3	31	74.8	-	94.6	74.7	5.9	8.1
F-450 Reg Cab 4X4	14000 DRW	141.6	225/70R19.5G	mm	384	817	639	6610	722	621	970	835	2083	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
				inches	15.1	32.2	25.2	260.2	28.4	24.4	38.2	32.9	82	79.4	7.2	45	51.7	9.3	31	74.8	-	94.6	74.7	5.9	8.1

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

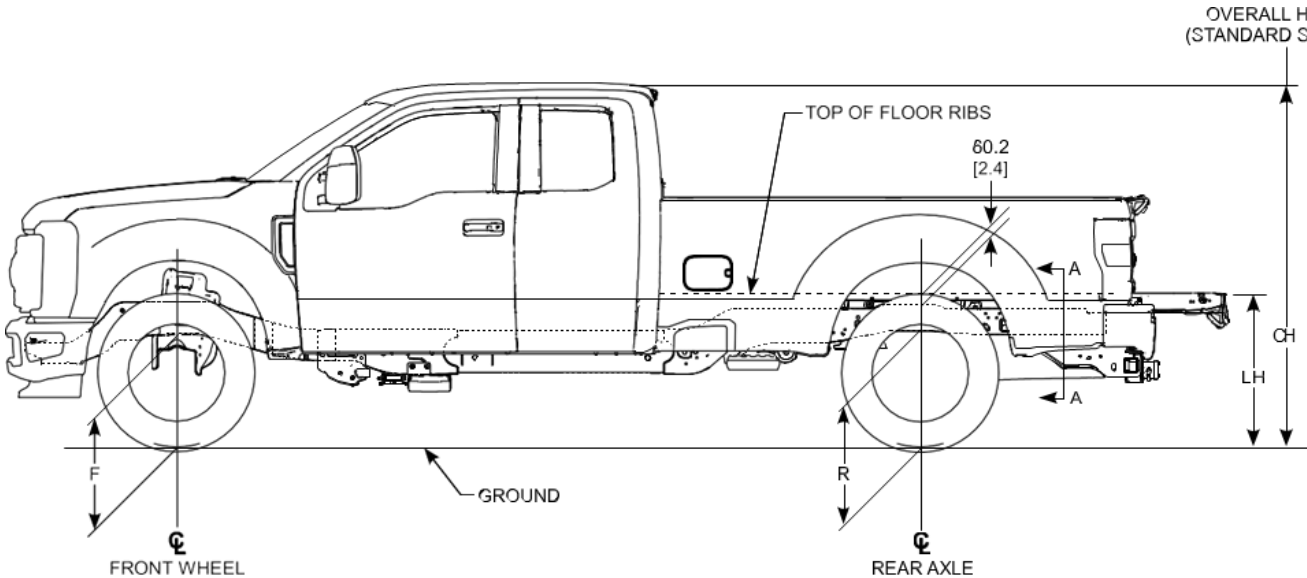
SRW – Single Rear Wheels
DRW – Dual Rear W heels

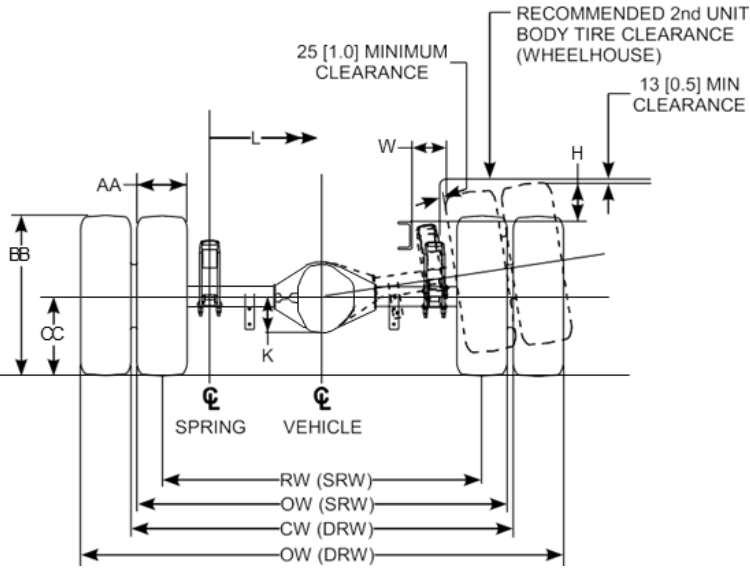
*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

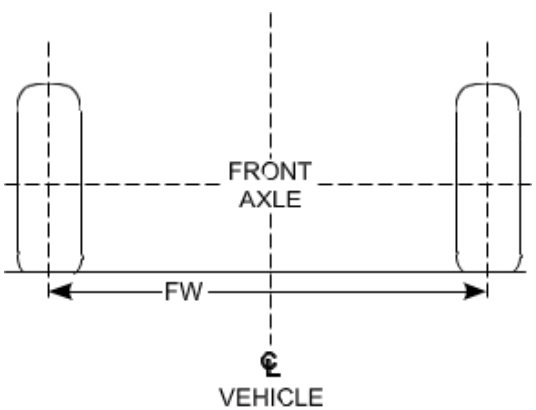
NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY

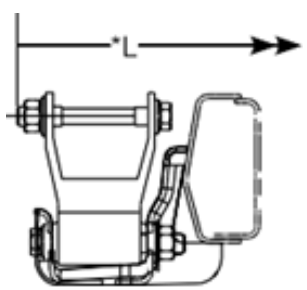
PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - SUPERCAB







FRONT TREAD WIDTH



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
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- *W IS OUTSIDE OF FRMAE TO TOP OF TIRE IN JOUNCE

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - SUPER CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1) Base Curb (2)	F Height at Front Axle (1) Loaded (3)	R Height at Rear Axle (1) Base Curb (2)	R Height at Rear Axle (1) Loaded (3)	LH(1) Base Curb (2)	LH(1) Loaded (3)	CH(1) Base Curb (2)	CH(1) Loaded (3)	K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
F250 Super Cab 4x2	10,000	148.0	LT245/75R17E	mm	375	807	542	517	655	536	915	754	2014	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.3	20.4	25.8	21.1	36	29.7	79.3	75.9	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
	10,000	164.2		mm	375	807	542.1	516	651.4	533.2	905.3	750	2004.9	1924	180 (C)	1144	1314	265	779	1734.7	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.3	20.3	25.6	21	35.6	29.5	78.9	75.7	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
F250 Super Cab 4x4	10,000	148.0	LT245/75R17E	mm	375	807	617	591	700	584	946	790	2069	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.3	23.3	27.5	23	37.2	31.1	81.4	78.1	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
	10,000	164.2		mm	375	807	624	589.6	700.5	584.2	941.1	791.8	2067.4	1984.1	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.6	23.2	27.6	23	37.1	31.2	81.4	78.1	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
F350 Super Cab 4x2	10,000	148.0	LT245/75R17E	mm	375	807	538	517	650	536	909	754	2009	1927	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.2	20.4	25.6	21.1	35.8	29.7	79.1	75.9	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
	10,000	164.2		mm	375	807	542.7	516	646.4	533.2	898	750	2002.2	1924	180 (C)	1144	1314	265	779	1734.7	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.4	20.3	25.4	21	35.4	29.5	78.8	75.7	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	8.7	8.3
	14,000	164.2		mm	375	807	545	515	651	540	904	760	2006	1928	183	1144	1314	254	779	1755	---	2434	1898	218	188
	DRW			inches	14.8	31.8	21.5	20.3	25.6	21.3	35.6	29.9	79	75.9	7.2	45	51.7	10	31	69.1	---	95.8	74.7	8.6	7.4
F350 Super Cab 4x4	10,000	148.0	LT245/75R17E	mm	375	807	613	591	695	584	941	790	2064	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.1	23.3	27.4	23	37.1	31.1	81.3	78.1	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
	10,000	164.2		mm	375	807	620.2	589.6	695.5	584.2	935.7	791.8	2062.9	1984.1	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.4	23.2	27.4	23	36.8	31.2	81.2	78.1	7.1	45	51.7	10.4	31	68.3	67.2	78.5	---	5.6	8.6
	14,000	164.2		mm	375	807	620	590	701	592	944	802	2066	1989	183	1144	1314	254	779	1756	---	2434	1898	152	194
	DRW			inches	14.8	31.8	24.4	23.2	27.6	23.3	37.2	31.6	81.3	78.3	7.2	45	51.7	10	31	69.1	---	95.8	74.7	6	7.6

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

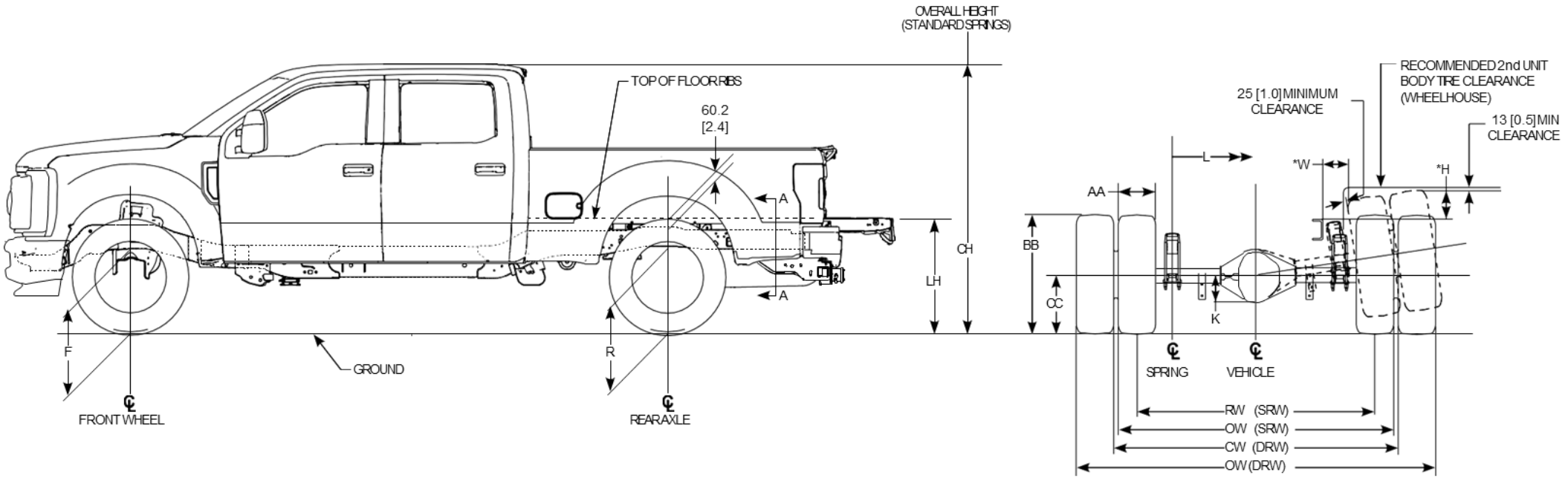
SRW – Single Rear Wheels
DRW – Dual Rear W heels

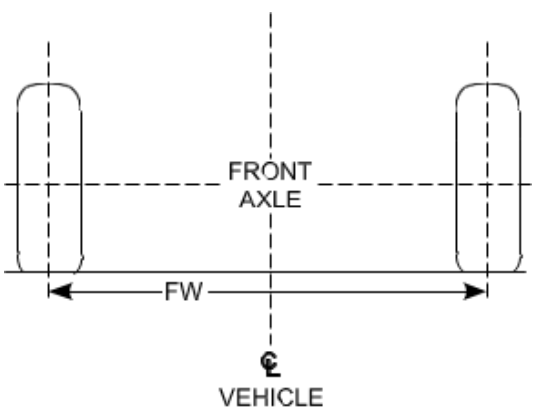
*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

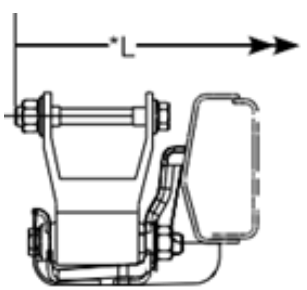
SUPER DUTY

PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - CREWCAB





FRONT TREAD WIDTH



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
- LH IS FROM GROUND TO TOP OF FLOOR RIBS
- *H IS TOP OF FRAME AT CENTER LINE OF REAR AXLE TO TOP OF THE TIRE IN JOUNCE
- *L IS FROM THE OUTSIDE EDGE OF SHACKLE EYEBOLT
- *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

PICKUP AXLE / TIRE / VEHICLE HEIGHT DATA - CREW CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F250 Crew Cab 4x2	10,000	159.8	LT245/75R17 E	mm	375	807	539	517	650	533	906	750	2013	1926	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.2	20.4	25.6	21	35.7	29.5	79.3	75.8	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000	176		mm	375	807	543.1	516	644.5	533.2	893.3	749.8	2005.4	1925.5	180 (C)	1144	1314	265	779	1734.7	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.4	20.3	25.4	21	35.2	29.5	79	75.8	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
F250 Crew Cab 4x4	10,000	159.8	LT245/75R17 E	mm	375	807	614	591	699	584	944	791	2071	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.2	23.3	27.5	23	37.2	31.1	81.5	78.1	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000	176		mm	375	807	618.4	589.7	695.8	584.3	935.5	792.3	2065.7	1984.9	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.3	23.2	27.4	23	36.8	31.2	81.3	78.1	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
F350 Crew Cab 4x2	10,000	159.8	LT245/75R17 E	mm	375	807	540	517	643	533	896	750	2009	1926	180 (C)	1144	1314	265	779	1735	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.2	20.3	25.3	21	35.3	29.5	79.1	75.8	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	10,000	176		mm	375	807	541.7	515.3	640.6	533.2	888.6	750.1	2002.5	1925.2	180 (C)	1144	1314	265	779	1734.7	1706	1994	---	221	210
	SRW			inches	14.8	31.8	21.3	20.3	25.2	21	35	29.5	78.8	75.8	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	8.7	8.3
	14,000	176		mm	375	807	546	515	648	540	898	760	2009	1929	183	1144	1314	254	779	1755	---	2434	1898	218	188
	DRW			inches	14.8	31.8	21.5	20.3	25.5	21.3	35.3	29.9	79.1	76	7.2	45	51.7	10	30.7	69.1	---	95.8	74.7	8.6	7.4
F350 Crew Cab 4x4	10,000	159.8	LT245/75R17 E	mm	375	807	609	590	693	584	937	792	2065	1984	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24	23.2	27.3	23	36.9	31.2	81.3	78.1	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	10,000	176		mm	375	807	615	589.7	689.4	584.3	928	792.3	2060.4	1984.9	180 (C)	1144	1314	265	779	1736	1706	1994	---	143	218
	SRW			inches	14.8	31.8	24.2	23.2	27.1	23	36.5	31.2	81.1	78.1	7.1	45	51.7	10.4	30.7	68.3	67.2	78.5	---	5.6	8.6
	14,000	176		mm	375	807	625	588	699	592	937	803	2070	1989	183	1144	1314	254	779	1756	---	2434	1898	152	194
	DRW			inches	14.8	31.8	24.6	23.1	27.5	23.3	36.9	31.6	81.5	78.3	7.2	45	51.7	10	30.7	69.1	---	95.8	74.7	6	7.6
F-450 Crew Cab 4X2	14,000	176	225/70R19.5G	mm	384	817	639	610	703	622	943	837	2073	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
	DRW			inches	15.1	32.2	25.1	24	27.7	24.5	37.1	33	81.6	79.4	7.2	45	51.7	9.3	31	74.8	-	94.6	74.7	5.9	8.1
F-450 Crew Cab 4X4	14,000	176	225/70R19.5G	mm	384	817	640	608	715	623	953	838	2086	2016	183	1144	1314	235	787	1901	-	2404	1898	151	206
	DRW			inches	15.1	32.2	25.2	24	28.1	24.5	37.5	33	82.1	79.4	7.2	45	51.7	9.3	31	74.8	-	94.6	74.7	5.9	8.1

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear W heels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-350 SRW

	CAB	WB (IN)	CA	DRIVE	GVWR (LBS)	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-350 CC SRW	Reg	145.0	60	4x2	10,500	7.3L	5,000	3,263	2,231	5,494	3,950	5,300	6,780	6,780	2,794	27,200
					11,100	6.7L (DIESEL)	5,000	3,750	2,350	6,100	4,400	5,300	6,780	6,780	2,188	31,000
				4x4	10,900	7.3L	4,950	3,651	2,294	5,945	4,400	5,990	6,780	7,230	2,343	27,200
					11,500	6.7L (DIESEL)	4,880	4,170	2,450	6,620	4,800	5,990	6,780	7,230	1,668	31,000
	Super	167.5	60	4x2	10,900	7.3L	4,970	3,497	2,424	5,922	4,400	5,300	6,780	6,780	2,366	27,200
					11,500	6.7L (DIESEL)	4,840	4,119	2,533	6,652	5,000	5,300	6,780	6,780	1,636	31,000
				4x4	11,300	7.3L	4,940	3,839	2,514	6,353	4,800	5,990	6,780	7,230	1,935	27,200
					11,500	6.7L (DIESEL)	4,380	4,421	2,698	7,119	5,600	5,990	6,780	7,230	1,169	31,000
	Crew	179.8	60	4x2	11,000	7.3L	4,930	3,543	2,518	6,061	4,550	5,300	6,780	6,780	2,227	27,200
					11,500	6.7L (DIESEL)	4,630	4,193	2,672	6,865	5,300	5,300	6,780	6,780	1,423	31,000
				4x4	11,400	7.3L	4,920	3,925	2,553	6,478	5,200	5,990	6,780	7,230	1,810	27,200
					11,500	6.7L (DIESEL)	4,310	4,502	2,683	7,185	5,600	5,990	6,780	7,230	1,103	31,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear)

NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-350 DRW

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-350 CC DRW	Reg	145.0	60	4x2	14,000	7.3L	8,100	3,290	2,603	5,893	4,100	5,300	10,300	10,300	2,395	27,500
						6.7L (DIESEL)	7,430	3,865	2,705	6,570	4,700	5,300	10,300	10,300	1,718	34,500
				4x4		7.3L	7,760	3,522	2,711	6,233	4,400	5,990	10,300	10,300	2,055	27,500
						6.7L (DIESEL)	7,040	4,223	2,737	6,960	5,200	5,990	10,300	10,300	1,328	34,500
		169.0	84	4x2		7.3L	8,020	3,376	2,595	5,971	4,550	5,300	10,300	10,300	2,317	27,500
						6.7L (DIESEL)	7,320	3,999	2,672	6,671	5,300	5,300	10,300	10,300	1,617	34,500
				4x4		7.3L	7,620	3,746	2,625	6,371	5,200	5,990	10,300	10,300	1,917	27,500
						6.7L (DIESEL)	6,920	4,369	2,702	7,071	5,600	5,990	10,300	10,300	1,217	34,500
	Super	167.5	60	4x2		7.3L	7,690	3,531	2,773	6,304	4,550	5,300	10,300	10,300	1,984	27,500
						6.7L (DIESEL)	6,990	4,106	2,899	7,005	5,300	5,300	10,300	10,300	1,283	34,500
				4x4		7.3L	7,310	3,874	2,816	6,690	5,200	5,990	10,300	10,300	1,598	27,500
						6.7L (DIESEL)	6,590	4,476	2,927	7,403	5,600	5,990	10,300	10,300	885	34,500
	Crew	179.8	60	4x2		7.3L	7,600	3,590	2,802	6,392	4,550	5,300	10,300	10,300	1,896	27,500
						6.7L (DIESEL)	6,920	4,177	2,901	7,078	5,300	5,300	10,300	10,300	1,210	34,500
				4x4		7.3L	7,200	3,960	2,832	6,792	5,200	5,990	10,300	10,300	1,496	27,500
						6.7L (DIESEL)	6,520	4,547	2,931	7,478	5,600	5,990	10,300	10,300	810	34,500

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-450 DRW (15K, 16K GVWR)

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-450 CC DRW	Reg	145.0	60	4x2	15,000	7.3L	8,390	3,602	3,004	6,606	4,400	7,500	12,880	12,880	1,682	30,000
						6.7L (DIESEL)	7,630	4,152	3,217	7,369	5,200	7,500	12,880	12,880	919	39,000
				4x4		7.3L	8,140	3,880	2,978	6,858	4,800	7,500	12,880	12,880	1,430	30,000
						6.7L (DIESEL)	7,410	4,503	3,079	7,582	5,600	7,500	12,880	12,880	706	39,000
		169.0	60	4x2		7.3L	8,370	3,722	2,901	6,623	5,200	7,500	12,880	12,880	1,665	30,000
						6.7L (DIESEL)	7,670	4,317	3,013	7,330	5,600	7,500	12,880	12,880	958	39,000
				4x4		7.3L	8,000	4,046	2,950	6,996	5,600	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	7,310	4,623	3,063	7,686	6,000	7,500	12,880	12,880	602	39,000
		193.0	108	4x2		7.3L	7,810	4,151	3,034	7,185	6,000	7,500	12,880	12,880	1,103	30,000
						6.7L (DIESEL)	7,070	4,761	3,164	7,925	6,500	7,500	12,880	12,880	363	39,000
				4x4		7.3L	8,220	3,808	2,963	6,771	5,600	7,500	12,880	12,880	1,517	30,000
						6.7L (DIESEL)	7,510	4,433	3,055	7,488	6,000	7,500	12,880	12,880	800	39,000
		205.0	120	4x2		7.3L	8,090	3,913	2,996	6,909	5,600	7,500	12,880	12,880	1,379	30,000
						6.7L (DIESEL)	7,380	4,515	3,105	7,620	6,000	7,500	12,880	12,880	668	39,000
				4x4		7.3L	7,780	4,165	3,054	7,219	6,000	7,500	12,880	12,880	1,069	30,000
						6.7L (DIESEL)	7,040	4,834	3,118	7,952	6,500	7,500	12,880	12,880	336	39,000
		145.0	60	4x2	16,000	7.3L	9,390	3,602	3,004	6,606	4,800	7,500	12,880	12,880	1,682	30,000
						6.7L (DIESEL)	8,630	4,152	3,217	7,369	5,200	7,500	12,880	12,880	919	39,000
				4x4		7.3L	9,140	3,880	2,978	6,858	4,800	7,500	12,880	12,880	1,430	30,000
						6.7L (DIESEL)	8,410	4,503	3,079	7,582	5,600	7,500	12,880	12,880	706	39,000
		169.0	60	4x2		7.3L	9,370	3,722	2,901	6,623	5,200	7,500	12,880	12,880	1,665	30,000
						6.7L (DIESEL)	8,670	4,317	3,013	7,330	5,600	7,500	12,880	12,880	958	39,000
				4x4		7.3L	9,000	4,046	2,950	6,996	5,600	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	8,310	4,623	3,063	7,686	6,000	7,500	12,880	12,880	602	39,000
		193.0	108	4x2		7.3L	9,220	3,808	2,963	6,771	5,600	7,500	12,880	12,880	1,517	30,000
						6.7L (DIESEL)	8,510	4,433	3,055	7,488	6,000	7,500	12,880	12,880	800	39,000
				4x4		7.3L	8,810	4,151	3,034	7,185	6,000	7,500	12,880	12,880	1,103	30,000
						6.7L (DIESEL)	8,070	4,761	3,164	7,925	6,500	7,500	12,880	12,880	363	39,000
		205.0	120	4x2		7.3L	9,090	3,913	2,996	6,909	5,600	7,500	12,880	12,880	1,379	30,000
						6.7L (DIESEL)	8,380	4,515	3,105	7,620	6,500	7,500	12,880	12,880	668	39,000
				4x4		7.3L	8,780	4,165	3,054	7,219	6,000	7,500	12,880	12,880	1,069	30,000
						6.7L (DIESEL)	8,040	4,834	3,118	7,952	6,500	7,500	12,880	12,880	336	39,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-450 DRW (15K & 16K GVWR) (CONT)

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
											MIN	MAX	MIN	MAX		
								FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-450 CC DRW	Super	167.5	60.0	4x2	15,000	7.3L	8,000	3,880	3,116	6,996	5,200	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	7,360	4,404	3,236	7,640	5,600	7,500	12,880	12,880	648	39,000
				4x4		7.3L	7,700	4,121	3,177	7,298	5,200	7,500	12,880	12,880	990	30,000
						6.7L (DIESEL)	7,000	4,731	3,269	8,000	6,000	7,500	12,880	12,880	288	39,000
		191.5	84.0	4x2		7.3L	7,910	3,988	3,099	7,087	5,600	7,500	12,880	12,880	1,201	30,000
						6.7L (DIESEL)	7,190	4,585	3,221	7,806	6,000	7,500	12,880	12,880	482	39,000
				4x4		7.3L	7,600	4,269	3,125	7,394	5,600	7,500	12,880	12,880	894	30,000
						6.7L (DIESEL)	6,860	4,882	3,250	8,132	6,500	7,500	12,880	12,880	156	39,000
	Crew	179.8	60.0	4x2		7.3L	7,930	3,883	3,183	7,066	5,200	7,500	12,880	12,880	1,222	30,000
						6.7L (DIESEL)	7,230	4,407	3,359	7,766	5,600	7,500	12,880	12,880	522	39,000
				4x4		7.3L	7,600	4,209	3,189	7,398	5,200	7,500	12,880	12,880	890	30,000
						6.7L (DIESEL)	6,850	4,803	3,343	8,146	6,000	7,500	12,880	12,880	142	39,000
		203.4	84.0	4x2		7.3L	7,820	4,035	3,143	7,178	5,600	7,500	12,880	12,880	1,110	30,000
						6.7L (DIESEL)	6,990	4,684	3,322	8,006	6,000	7,500	12,880	12,880	282	39,000
				4x4		7.3L	7,520	4,300	3,178	7,478	5,600	7,500	12,880	12,880	810	30,000
						6.7L (DIESEL)	6,790	4,935	3,269	8,204	6,500	7,500	12,880	12,880	84	39,000
	Super	167.5	60.0	4x2	16,000	7.3L	9,000	3,880	3,116	6,996	5,200	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	8,360	4,404	3,236	7,640	5,600	7,500	12,880	12,880	648	39,000
				4x4		7.3L	8,700	4,121	3,177	7,298	5,200	7,500	12,880	12,880	990	30,000
						6.7L (DIESEL)	8,000	4,731	3,269	8,000	6,000	7,500	12,880	12,880	288	39,000
		191.5	84.0	4x2		7.3L	8,910	3,988	3,099	7,087	5,600	7,500	12,880	12,880	1,201	30,000
						6.7L (DIESEL)	8,190	4,585	3,221	7,806	6,000	7,500	12,880	12,880	482	39,000
				4x4		7.3L	8,600	4,269	3,125	7,394	6,000	7,500	12,880	12,880	894	30,000
						6.7L (DIESEL)	7,860	4,882	3,250	8,132	6,500	7,500	12,880	12,880	156	39,000
	Crew	179.8	60.0	4x2		7.3L	8,930	3,883	3,183	7,066	5,200	7,500	12,880	12,880	1,222	30,000
						6.7L (DIESEL)	8,230	4,407	3,359	7,766	5,600	7,500	12,880	12,880	522	39,000
				4x4		7.3L	8,600	4,209	3,189	7,398	5,600	7,500	12,880	12,880	890	30,000
						6.7L (DIESEL)	7,850	4,803	3,343	8,146	6,000	7,500	12,880	12,880	142	39,000
		203.4	84.0	4x2		7.3L	8,820	4,035	3,143	7,178	5,600	7,500	12,880	12,880	1,110	30,000
						6.7L (DIESEL)	7,990	4,684	3,322	8,006	6,000	7,500	12,880	12,880	282	39,000
				4x4		7.3L	8,520	4,300	3,178	7,478	6,000	7,500	12,880	12,880	810	30,000
						6.7L (DIESEL)	7,790	4,935	3,269	8,204	6,500	7,500	12,880	12,880	84	39,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passenger. equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE : FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-450 DRW (16.5K GVWR)

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-450 CC DRW	Reg	145.0	60	4x2	16,500	7.3L	9,890	3,602	3,004	6,606	4,800	7,500	12,880	12,880	1,682	30,000
						6.7L (DIESEL)	9,130	4,152	3,217	7,369	5,200	7,500	12,880	12,880	919	39,000
				4x4		7.3L	9,640	3,880	2,978	6,858	4,800	7,500	12,880	12,880	1,430	30,000
						6.7L (DIESEL)	8,910	4,503	3,079	7,582	5,600	7,500	12,880	12,880	706	39,000
		169.0	84	4x2		7.3L	9,870	3,722	2,901	6,623	5,200	7,500	12,880	12,880	1,665	30,000
						6.7L (DIESEL)	9,170	4,317	3,013	7,330	5,600	7,500	12,880	12,880	958	39,000
				4x4		7.3L	9,500	4,046	2,950	6,996	5,600	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	8,810	4,623	3,063	7,686	6,000	7,500	12,880	12,880	602	39,000
		193.0	108	4x2		7.3L	9,720	3,808	2,963	6,771	5,600	7,500	12,880	12,880	1,517	30,000
						6.7L (DIESEL)	9,010	4,433	3,055	7,488	6,500	7,500	12,880	12,880	800	39,000
				4x4		7.3L	9,310	4,151	3,034	7,185	6,000	7,500	12,880	12,880	1,103	30,000
						6.7L (DIESEL)	8,570	4,761	3,164	7,925	6,500	7,500	12,880	12,880	363	39,000
		205.0	120	4x2		7.3L	9,590	3,913	2,996	6,909	6,000	7,500	12,880	12,880	1,379	30,000
						6.7L (DIESEL)	8,880	4,515	3,105	7,620	6,500	7,500	12,880	12,880	668	39,000
				4x4		7.3L	9,280	4,165	3,054	7,219	6,000	7,500	12,880	12,880	1,069	30,000
						6.7L (DIESEL)	8,540	4,834	3,118	7,952	6,500	7,500	12,880	12,880	336	39,000
	Super	167.5	60	4x2		7.3L	9,500	3,880	3,116	6,996	5,200	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	8,860	4,404	3,236	7,640	5,600	7,500	12,880	12,880	648	39,000
				4x4		7.3L	9,200	4,121	3,177	7,298	5,200	7,500	12,880	12,880	990	30,000
						6.7L (DIESEL)	8,500	4,731	3,269	8,000	6,000	7,500	12,880	12,880	288	39,000
		191.5	84	4x2		7.3L	9,410	3,988	3,099	7,087	5,600	7,500	12,880	12,880	1,201	30,000
						6.7L (DIESEL)	8,690	4,585	3,221	7,806	6,000	7,500	12,880	12,880	482	39,000
				4x4		7.3L	9,100	4,269	3,125	7,394	6,000	7,500	12,880	12,880	894	30,000
						6.7L (DIESEL)	8,360	4,882	3,250	8,132	6,500	7,500	12,880	12,880	156	39,000
	Crew	179.8	60	4x2		7.3L	9,430	3,883	3,183	7,066	5,200	7,500	12,880	12,880	1,222	30,000
						6.7L (DIESEL)	8,730	4,407	3,359	7,766	5,600	7,500	12,880	12,880	522	39,000
				4x4		7.3L	9,100	4,209	3,189	7,398	5,600	7,500	12,880	12,880	890	30,000
						6.7L (DIESEL)	8,350	4,803	3,343	8,146	6,000	7,500	12,880	12,880	142	39,000
		203.4	84	4x2		7.3L	9,320	4,035	3,143	7,178	5,600	7,500	12,880	12,880	1,110	30,000
						6.7L (DIESEL)	8,490	4,684	3,322	8,006	6,000	7,500	12,880	12,880	282	39,000
				4x4		7.3L	9,500	4,046	2,950	6,996	5,600	7,500	12,880	12,880	1,292	30,000
						6.7L (DIESEL)	8,810	4,623	3,063	7,686	6,000	7,500	12,880	12,880	602	39,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-550 DRW (17.5K GVWR)

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-550 CC DRW	Reg	145.0	60.0	4x2	17,500	7.3L	10,890	3,602	3,004	6,606	4,800	7,500	13,660	13,660	1,682	30,000
						6.7L (Diesel)	10,130	4,152	3,217	7,369	5,200	7,500	13,660	13,660	919	39,000
				4x4		7.3L	10,640	3,880	2,978	6,858	4,800	7,500	13,660	13,660	1,430	30,000
						6.7L (Diesel)	9,910	4,503	3,079	7,582	5,600	7,500	13,660	13,660	706	39,000
		169.0	84.0	4x2		7.3L	10,870	3,722	2,901	6,623	5,200	7,500	13,660	13,660	1,665	30,000
						6.7L (Diesel)	10,170	4,317	3,013	7,330	6,000	7,500	13,660	13,660	958	39,000
				4x4		7.3L	10,500	4,046	2,950	6,996	5,600	7,500	13,660	13,660	1,292	30,000
						6.7L (Diesel)	9,810	4,623	3,063	7,686	6,000	7,500	13,660	13,660	602	39,000
		193.0	108.0	4x2		7.3L	10,720	3,808	2,963	6,771	6,000	7,500	13,660	13,660	1,517	30,000
						6.7L (Diesel)	10,010	4,433	3,055	7,488	6,500	7,500	13,660	13,660	800	39,000
				4x4		7.3L	10,310	4,151	3,034	7,185	6,000	7,500	13,660	13,660	1,103	30,000
						6.7L (Diesel)	9,570	4,761	3,164	7,925	6,500	7,500	13,660	13,660	363	39,000
		205.0	120.0	4x2		7.3L	10,590	3,913	2,996	6,909	6,000	7,500	13,660	13,660	1,379	30,000
						6.7L (Diesel)	9,880	4,515	3,105	7,620	6,500	7,500	13,660	13,660	668	39,000
				4x4		7.3L	10,280	4,165	3,054	7,219	6,000	7,500	13,660	13,660	1,069	30,000
						6.7L (Diesel)	9,540	4,834	3,118	7,952	7,000	7,500	13,660	13,660	336	39,000
	Super	167.5	60.0	4x2		7.3L	10,500	3,880	3,116	6,996	5,200	7,500	13,660	13,660	1,292	30,000
						6.7L (Diesel)	9,860	4,404	3,236	7,640	5,600	7,500	13,660	13,660	648	39,000
				4x4		7.3L	10,200	4,121	3,177	7,298	5,200	7,500	13,660	13,660	990	30,000
						6.7L (Diesel)	9,500	4,731	3,269	8,000	6,000	7,500	13,660	13,660	288	39,000
		191.5	84.0	4x2		7.3L	10,410	3,988	3,099	7,087	5,600	7,500	13,660	13,660	1,201	30,000
						6.7L (Diesel)	9,690	4,585	3,221	7,806	6,500	7,500	13,660	13,660	482	39,000
				4x4		7.3L	10,100	4,269	3,125	7,394	6,000	7,500	13,660	13,660	894	30,000
						6.7L (Diesel)	9,360	4,882	3,250	8,132	6,500	7,500	13,660	13,660	156	39,000
	Crew	179.8	60.0	4x2		7.3L	10,430	3,883	3,183	7,066	5,200	7,500	13,660	13,660	1,222	30,000
						6.7L (Diesel)	9,730	4,407	3,359	7,766	5,600	7,500	13,660	13,660	522	39,000
				4x4		7.3L	10,100	4,209	3,189	7,398	5,600	7,500	13,660	13,660	890	30,000
						6.7L (Diesel)	9,350	4,803	3,343	8,146	6,000	7,500	13,660	13,660	142	39,000
		203.4	84.0	4x2		7.3L	10,320	4,035	3,143	7,178	5,600	7,500	13,660	13,660	1,110	30,000
						6.7L (Diesel)	9,490	4,684	3,322	8,006	6,500	7,500	13,660	13,660	282	39,000
				4x4		7.3L	10,020	4,300	3,178	7,478	6,000	7,500	13,660	13,660	810	30,000
						6.7L (Diesel)	9,290	4,935	3,269	8,204	6,500	7,500	13,660	13,660	84	39,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-550 DRW (19K, 19.5K GVWR)

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
								FRONT	REAR	TOTAL	MIN FRONT	MAX FRONT	MIN REAR	MAX REAR		
F-550 CC DRW	Reg	145.0	60.0	4x2	19,000	7.3L	12,330	3,626	3,035	6,661	5,600	7,500	13,660	13,660	1,627	30,000
				4x4		7.3L	12,080	3,902	3,018	6,920	5,600	7,500	13,660	13,660	1,368	30,000
	Reg	145.0	60.0	4x2	19,500	6.7L	12,130	4,183	3,186	7,369	5,200	7,500	14,706	14,706	919	43,000
				4x4		6.7L	11,950	4,445	3,105	7,550	5,600	7,500	14,706	14,706	738	43,000
		169.0	84.0	4x2		7.3L	12,770	3,666	3,060	6,726	5,600	7,500	14,706	14,706	1,562	30,000
						6.7L	12,030	4,319	3,149	7,468	6,000	7,500	14,706	14,706	820	43,000
				4x4		7.3L	12,410	4,040	3,043	7,083	5,600	7,500	14,706	14,706	1,205	30,000
						6.7L	11,740	4,608	3,151	7,759	6,500	7,500	14,706	14,706	529	43,000
		193.0	108.0	4x2		7.3L	12,600	3,815	3,084	6,899	6,000	7,500	14,706	14,706	1,389	30,000
						6.7L	11,870	4,470	3,159	7,629	6,500	7,500	14,706	14,706	659	43,000
				4x4		7.3L	12,260	4,159	3,072	7,231	6,500	7,500	14,706	14,706	1,057	30,000
						6.7L	11,560	4,755	3,179	7,934	7,000	7,500	14,706	14,706	354	43,000
		205.0	120.0	4x2		7.3L	12,560	3,904	3,030	6,934	6,000	7,500	14,706	14,706	1,354	30,000
						6.7L	11,840	4,508	3,144	7,652	7,000	7,500	14,706	14,706	636	43,000
				4x4		7.3L	12,170	4,232	3,098	7,330	6,500	7,500	14,706	14,706	958	30,000
						6.7L	11,490	4,859	3,144	8,003	7,000	7,500	14,706	14,706	285	43,000
	Super	167.5	60.0	4x2		7.3L	12,510	3,864	3,123	6,987	5,200	7,500	14,706	14,706	1,301	30,000
						6.7L	11,750	4,438	3,306	7,744	5,600	7,500	14,706	14,706	544	43,000
				4x4		7.3L	12,140	4,126	3,233	7,359	5,600	7,500	14,706	14,706	929	30,000
						6.7L	11,420	4,726	3,349	8,075	6,000	7,500	14,706	14,706	213	43,000
		191.5	84.0	4x2		7.3L	12,350	3,980	3,164	7,144	6,000	7,500	14,706	14,706	1,144	30,000
						6.7L	11,610	4,577	3,313	7,890	6,500	7,500	14,706	14,706	398	43,000
				4x4		7.3L	12,020	4,272	3,199	7,471	6,000	7,500	14,706	14,706	817	30,000
						6.7L	11,310	4,869	3,312	8,181	6,500	7,500	14,706	14,706	107	43,000
	Crew	179.8	60.0	4x2		7.3L	12,350	3,899	3,248	7,147	5,200	7,500	14,706	14,706	1,141	30,000
						6.7L	11,610	4,536	3,346	7,882	6,000	7,500	14,706	14,706	406	43,000
				4x4		7.3L	12,040	4,199	3,260	7,459	5,600	7,500	14,706	14,706	829	30,000
						6.7L	11,310	4,796	3,390	8,186	6,000	7,500	14,706	14,706	102	43,000
		203.4	84.0	4x2		7.3L	12,270	4,028	3,202	7,230	6,000	7,500	14,706	14,706	1,058	30,000
						6.7L	11,530	4,640	3,326	7,966	6,500	7,500	14,706	14,706	322	43,000
				4x4		7.3L	11,910	4,343	3,243	7,586	6,000	7,500	14,706	14,706	702	30,000
						6.7L	11,210	4,933	3,355	8,288	6,500	7,500	14,706	14,706	0	43,000

1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
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NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB MODEL LINEUP - F-600 DRW

	CAB	WB	CA	DRIVE	GVWR	ENGINE	MAX ADVERTISED PAYLOAD	BASE CURB WEIGHT			GAWR				MAX TOTAL ARC	MAX GCWR
											MIN	MAX	MIN	MAX		
								FRONT	REAR	TOTAL	FRONT	FRONT	REAR	REAR		
F-600 CC DRW	Reg	145.0	60.0	4x2	22,000	7.3L	15,210	3,683	3,103	6,786	7,500	7,500	15,500	15,500	1,502	31,500
						6.7L Diesel	14,400	4,220	3,296	7,516	7,500	7,500	15,500	15,500	772	43,500
		169.0	84.0			7.3L	14,980	3,839	3,103	6,942	7,500	7,500	15,500	15,500	1,346	31,500
						6.7L Diesel	14,290	4,422	3,211	7,633	7,500	7,500	15,500	15,500	655	43,500
		193.0	108.0			7.3L	14,990	3,939	3,000	6,939	7,500	7,500	15,500	15,500	1,349	31,500
						6.7L Diesel	14,280	4,531	3,107	7,638	7,500	7,500	15,500	15,500	650	43,500
		205.0	120.0			7.3L	14,880	4,071	3,046	7,117	7,500	7,500	15,500	15,500	1,171	31,500
						6.7L Diesel	14,280	4,583	3,288	7,871	7,500	7,500	15,500	15,500	417	43,500
		145.0	60.0	4x4		7.3L	14,870	3,976	3,152	7,128	7,500	7,500	15,500	15,500	1,160	31,500
						6.7L Diesel	14,210	4,574	3,212	7,786	7,500	7,500	15,500	15,500	502	43,500
		169.0	84.0			7.3L	14,770	4,112	3,118	7,230	7,500	7,500	15,500	15,500	1,058	31,500
						6.7L Diesel	14,100	4,696	3,200	7,896	7,500	7,500	15,500	15,500	392	43,500
		193.0	104.0			7.3L	14,720	4,234	3,037	7,271	7,500	7,500	15,500	15,500	1,017	31,500
						6.7L Diesel	13,960	4,797	3,242	8,039	7,500	7,500	15,500	15,500	249	43,500
		205.0	120.0			7.3L	14,580	4,257	3,159	7,416	7,500	7,500	15,500	15,500	872	31,500
						6.7L Diesel	13,930	4,943	3,121	8,064	7,500	7,500	15,500	15,500	224	43,500

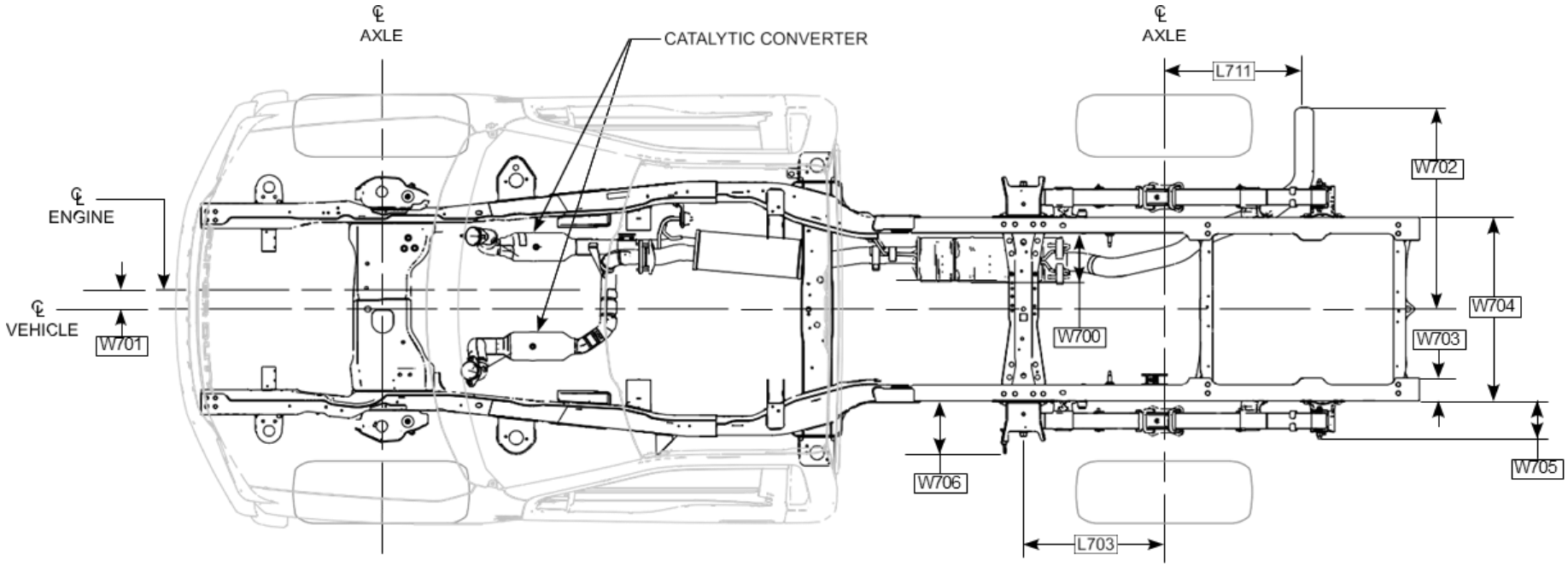
1) Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.
2) Gross Axle Weight Rating is determined by the rated capacity of the minimum component of the axle system (axle, computer-selected springs, wheels, tires) of a specific vehicle. Front and rear GAWRs will, in all cases, sum to a number equal to or greater than the GVWR for the particular vehicle. Maximum loaded vehicle (including passengers, equipment and payload) cannot exceed the GVW rating or GAWR (front or rear).

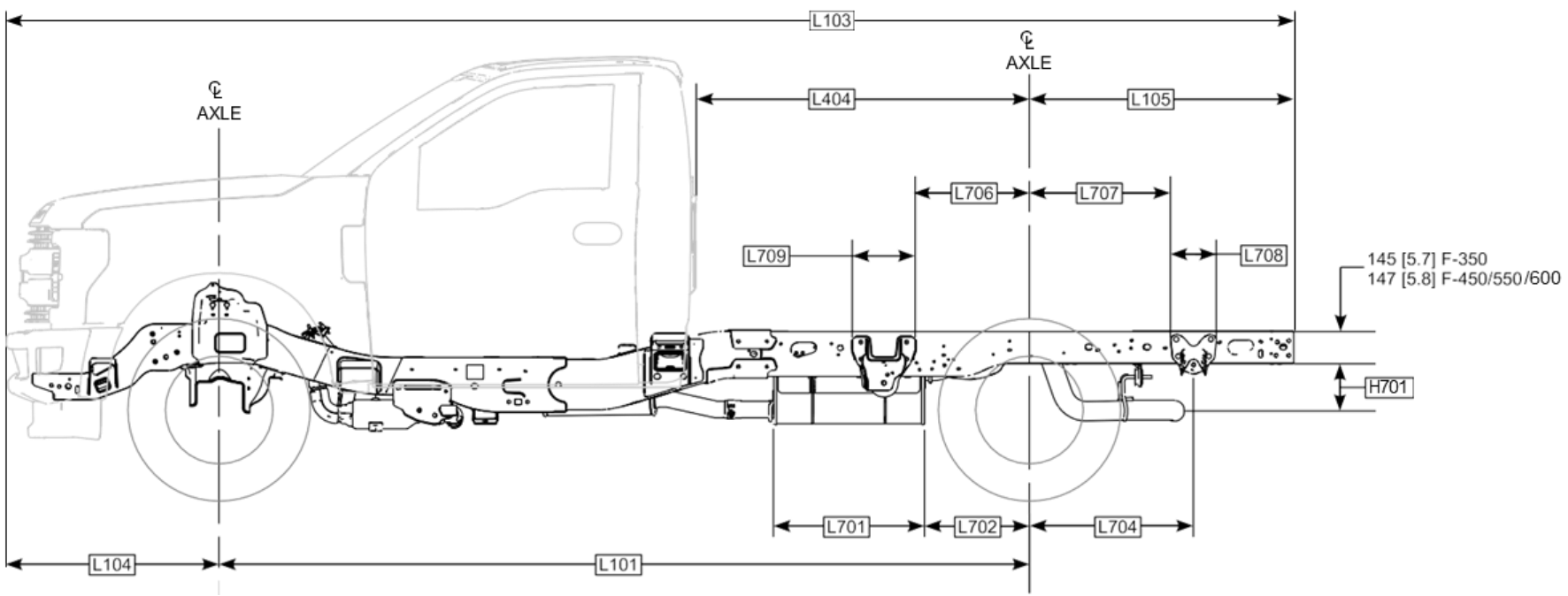
NOTE: FRONT SPRING/GAWR ON CHASSIS CAB MODELS IS ASSIGNED OR SPECIFICALLY SELECTED.

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY

CHASSIS CAB DIMENSIONAL DATA - REGULAR CAB





NOTE- [ ] DIMENSION ARE INCHES

Ford PRO

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB DIMENSIONAL DATA - REGULAR CAB (CONT'D)

CODE	DESCRIPTION	F350 SRW / DRW mm [inches]	F350 DRW mm [inches]	F450 DRW mm [inches]								F550 DRW mm [inches]								F600 DRW mm [inches]							
		4x2 and 4x4		4x2 and 4x4								4x2 and 4x4								4x2 and 4x4							
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	GAS 218 [8.6]		218 [8.6]								GAS 218 [8.6]								218 [8.6]							
L101	WHEELBASE	3691 [**145.3**]	4301 [**169.3**]	3691 [**145.3**]		4301 [**169.3**]		4911 [**193.3**]		5215 [**205.3**]		3691 [**145.3**]		4301 [**169.3**]		4911 [**193.3**]	5215 [**205.3**]			3691 [**145.3**]		4301 [**169.3**]		4911 [**193.3**]	5215 [**205.3**]		
L103	OVERALL LENGTH	5861 [230.8]	6471 [254.8]	5861 [230.8]	6933 [273.0]	6471 [254.8] 7081 [278.8]		7081 [278.8]		7385 [290.8]		5861 [230.8]	* 6933 [273.0]	6471 [254.8]	** 7294 [287.2]	7081 [278.8]	7385 [290.8]			5861 [230.8]	* 6933 [273.0]	6471 [254.8]	** 7294 [287.2]	7081 [278.8]	7385 [290.8]		
L104	FRONT OVERHANG	972 [38.3]		972 [38.3]								972 [38.3]								972 [38.3]							
L105	REAR OVERHANG	1198 [47.2]		1198 [47.2]	* 2270 [89.4]	1199 [47.2]	**2021 [79.6]		1199 [47.2]			1198 [47.2]	* 2270 [89.4]	1198 [47.2]	** 2021 [79.6]	1198 [47.2]				1198 [47.2]	* 2270 [89.4]	1198 [47.2]	** 2021 [79.6]	1198 [47.2]			
L404	BACK OF CAB TO C/L OF REAR AXLE (CA)	1524 [**60**]	2134 [**84**]	1524 [**60**]		2134 [**84**]			2743 [**108**]	3048 [**120**]		1524 [**60**]		2134 [**84**]		2743 [**108**]	3048 [**120**]			1524 [**60**]		2134 [**84**]		2743 [**108**]	3048 [**120**]		
L701	MUFFLER LENGTH (GAS)	698 [27.5]		698 [27.5]								698 [27.5]								698 [27.5]							
L702	MUFFLER REAR TO C/L REAR AXLE (GAS)	472 [18.6]		472 [18.6]								472 [18.6]								472 [18.6]							
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	661 [26.0]		661 [26.0]								661 [26]								661 [26]							
L704	C/L RR AXLE TO C/L RR SPRING SHACKLE BRKT	748 [29.5]		748 [29.5]								748 [29.5]								748 [29.5]							
L706	RR OF FRT SPRING BRKT TO C/L RR AXLE	534 [21.0]		535 [21.1]								535 [21.1]								535 [21.1]							
L707	C/L RR AXLE TO FRT OF RR SPRING SHACKLE BRKT	639 [25.2]		639 [25.2]								639 [25.2]								639 [25.2]							
L708	REAR SPRING SHACKLE BRACKET WIDTH	225 [8.9]		225 [8.9]								225 [8.9]								225 [8.9]							
L709	FRONT SPRING SHACKLE BRACKET WIDTH	258 [10.2]		254 [10.0]								254 [10.0]								254 [10.0]							
L711	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (GAS)	776 [30.6]		776 [30.6]								776 [30.6]								776 [30.6]							
	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (DIESEL)	867 [34.1]		867 [34.1]								867 [34.1]								867 [34.1]							
W700	MUFFLER CROSS SECTION (GAS)	218 [8.6]		218 [8.6]								218 [8.6]								218 [8.6]							
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]		45 [1.8]								45 [1.8]								45 [1.8]							
W702	END OF TAILPIPE TO C/L VEHICLE (GAS)	935 [36.8]		935 [36.8]								935 [36.8]								935 [36.8]							
	END OF TAILPIPE TO C/L VEHICLE (DIESEL)	917 [36.1]		917 [36.1]								917 [36.1]								917 [36.1]							
W703	FRAME RAIL WIDTH	107 [4.2]		108 [4.2]								108 [4.2]								108 [4.2]							
W704	REAR FRAME RAIL WIDTH	868 [34.2]		868 [34.2]								868 [34.2]								868 [34.2]							
W705	FRAME TO OUTSIDE OF RR SPRING SHACKLE BRKT	145 [5.7]		146 [5.7]								146 [5.7]								146 [5.7]							
W706	FRAME TO OUTSIDE OF RR SPRING HANGER BRKT	153 [6]		153 [6.0]								153 [6.0]								153 [6.0]							

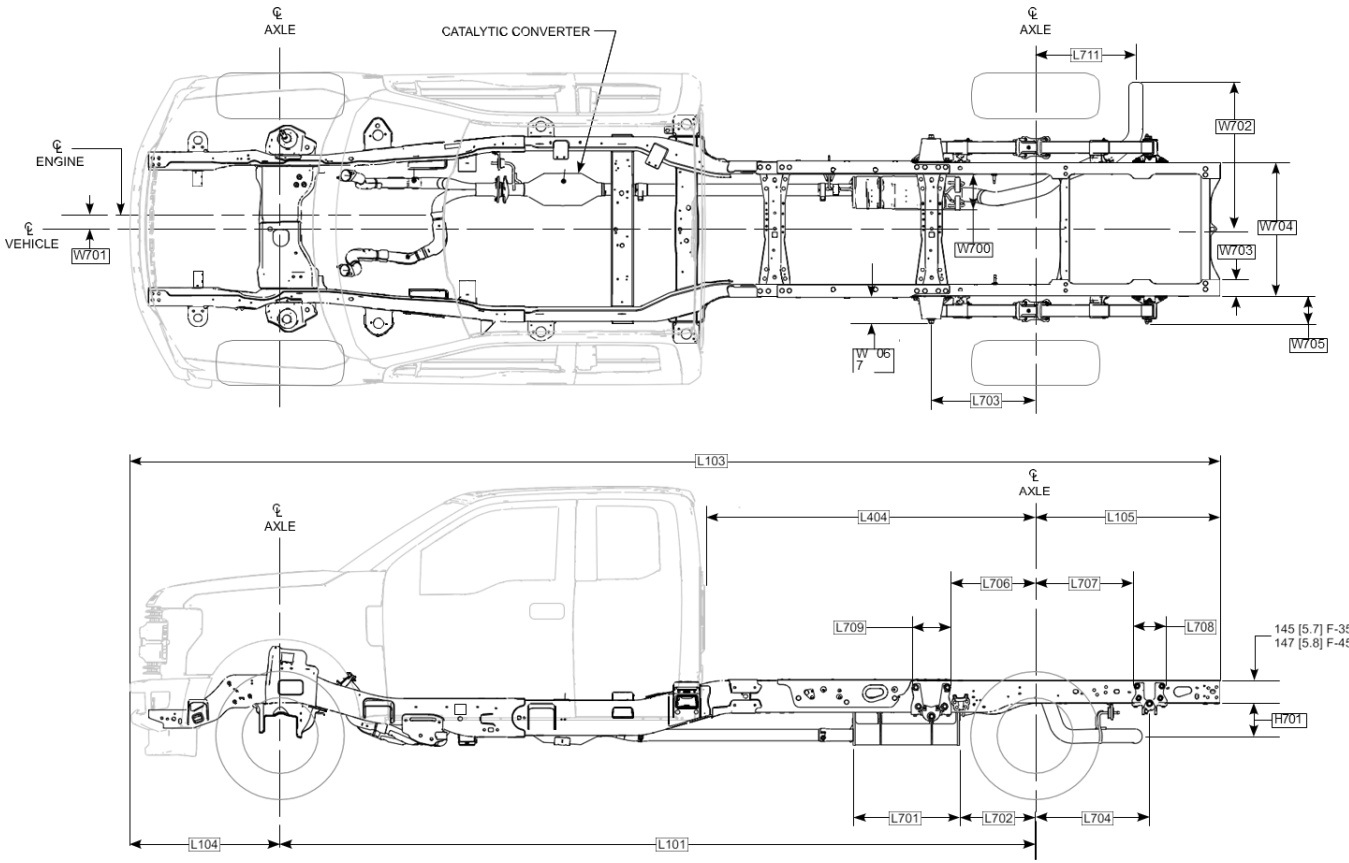
* Regular Cab 60" CA with 42.2 AF Frame Extension
** Regular Cab 84" CA with 32.4"AF Frame Extension.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB DIMENSIONAL DATA - SUPER CAB



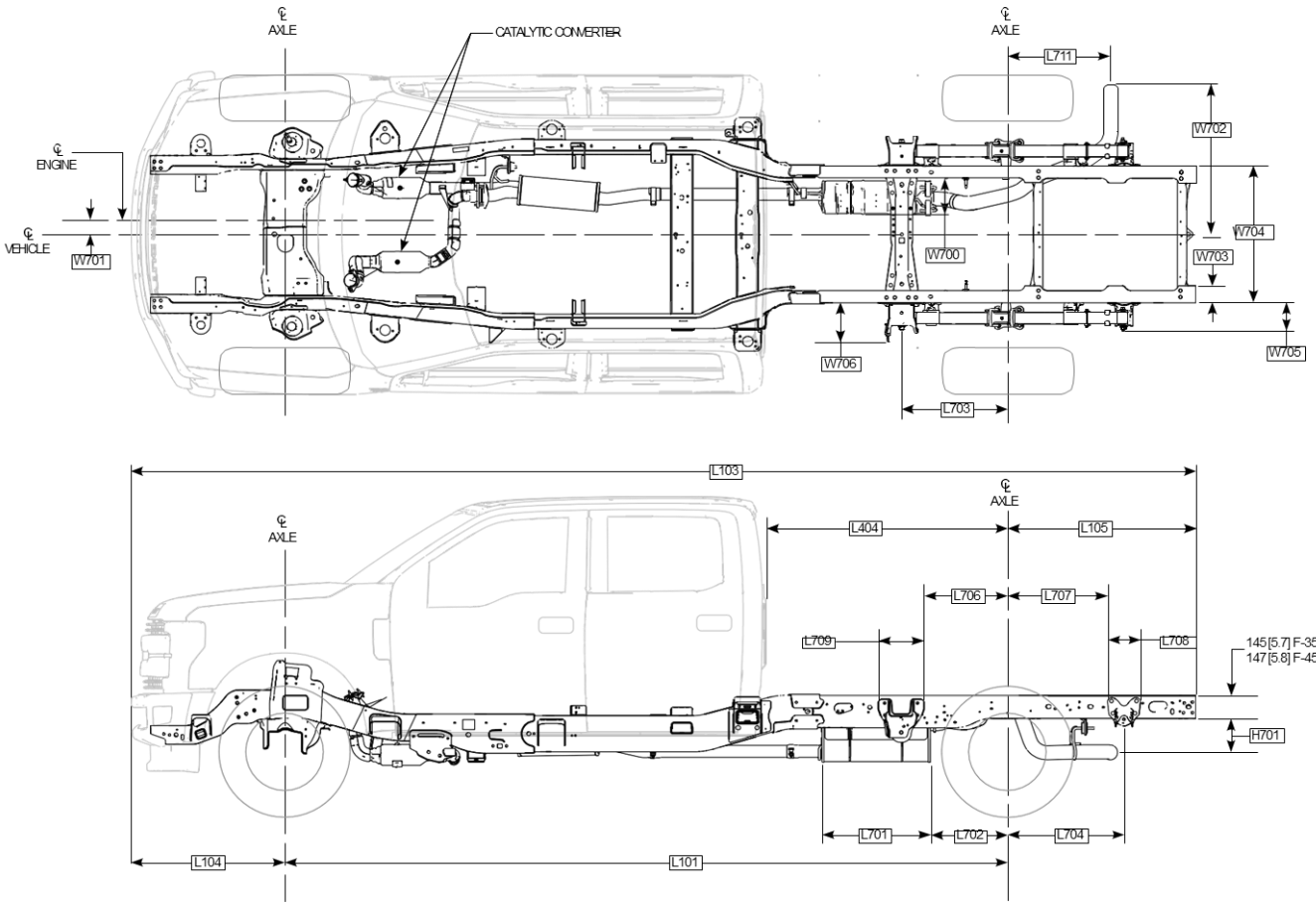
CODE	DESCRIPTION	F350 SRW / DRW mm [inches] 4x2 / 4x4	F-450 DRW mm [inches] 4x2 / 4x4		F-550 DRW mm [inches] 4x2 / 4x5	
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	GAS 218 [8.6]	GAS 218 [8.6]		GAS 218 [8.6]	
L101	WHEELBASE	4265 [167.9]	4265 [167.9]	4875 [191.9]	4265 [167.9]	4875 [191.9]
L103	OVERALL LENGTH	6435 [253.3]	6435 [253.4]	7045 [277.4]	6435 [253.4]	7045 [277.4]
L104	FRONT OVERHANG	972 [38.3]	972 [38.3]		972 [38.3]	
L105	REAR OVERHANG	1198 [47.2]	1198 [47.2]		1198 [47.2]	
L404	BACK OF CAB TO C/L OF REAR AXLE (CA)	1524 [60.0]	1524 [60.0]	2134 [84.0]	1524 [60.0]	2134 [84.0]
L701	MUFFLER LENGTH (GAS)	698 [27.5]	698 [27.5]		698 [27.5]	
L702	MUFFLER REAR TO C/L REAR AXLE (GAS)	472 [18.6]	472 [18.6]		472 [18.6]	
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	661 [26]	661 [26]		661 [26]	
L704	C/L RR AXLE TO C/L RR SPRING SHACKLE BRKT	748 [29.5]	748 [29.5]		748 [29.5]	
L706	RR OF FRT SPRING BRKT TO C/L RR AXLE	535 [21.1]	535 [21.1]		535 [21.1]	
L707	C/L RR AXLE TO FRT OF RR SPRING SHACKLE BRKT	639 [25.2]	639 [25.2]		639 [25.2]	
L708	REAR SPRING SHACKLE BRACKET WIDTH	225 [8.9]	225 [8.9]		225 [8.9]	
L709	FRONT SPRING SHACKLE BRACKET WIDTH	258 [10.2]	254 [10.0]		254 [10.0]	
L711	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (GAS)	776 [30.6]	776 [30.6]		776 [30.6]	
	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (DIESEL)					
W700	MUFFLER CROSS SECTION (GAS)	218 [8.6]	218 [8.6]		218 [8.6]	
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]	45 [1.8]		45 [1.8]	
W702	END OF TAILPIPE TO C/L VEHICLE (GAS)	935 [36.8]	935 [36.8]		935 [36.8]	
	END OF TAILPIPE TO C/L VEHICLE (DIESEL)					
W703	FRAME RAIL WIDTH	107 [4.2]	108 [4.2]		108 [4.2]	
W704	REAR FRAME RAIL WIDTH	866 [34.1]	868 [34.2]		868 [34.2]	
W705	FRAME TO OUTSIDE OF RR SPRING SHACKLE BRKT	145 [5.7]	146 [5.7]		146 [5.7]	
W706	FRAME TO OUTSIDE OF RR SPRING HANGER BRKT	153 [6]	153 [6]		153 [6]	

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB DIMENSIONAL DATA - CREW CAB

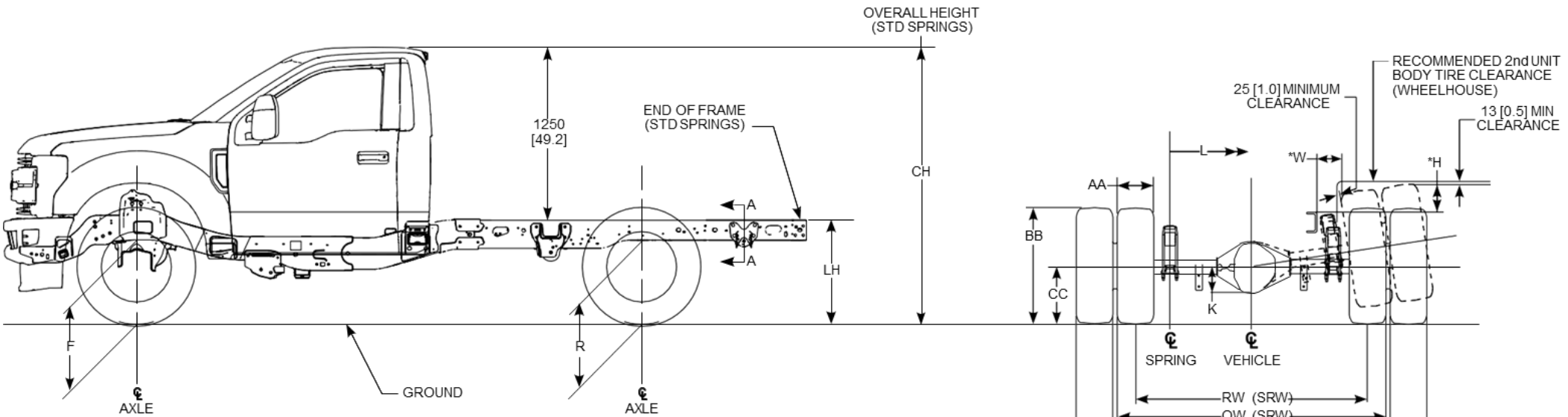


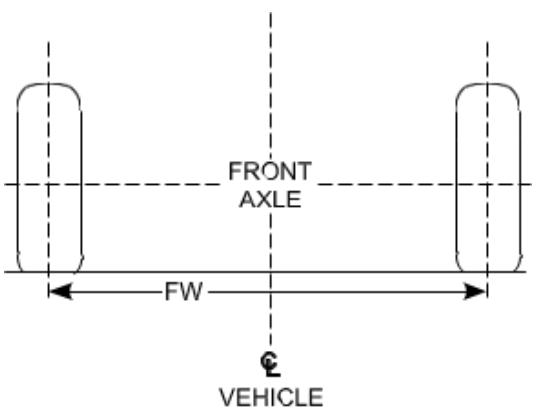
CODE	DESCRIPTION	F350 SRW / DRW	F-450 DRW		F-550 DRW	
		mm [inches]	mm [inches]		mm [inches]	
		4x2 / 4x4	4x2 / 4x4		4x2 / 4x5	
H701	C/L OF OUTLET PIPE TO BOTTOM OF FRAME -- ALL ENGINES	GAS 218 [8.6]	GAS 218 [8.6]		GAS 218 [8.6]	
L101	WHEELBASE	4565 [179.8]	4565 [179.8]	5175 [203.7]	4565 [167.9]	5175 [191.9]
L103	OVERALL LENGTH	6735 [265.2]	6735 [265.2]	7345 [289.2]	6735 [253.4]	7345 [277.4]
L104	FRONT OVERHANG	972 [38.3]	972 [38.3]		972 [38.3]	
L105	REAR OVERHANG	1198 [47.2]	1198 [47.2]		1198 [47.2]	
L404	BACK OF CAB TO C/L OF REAR AXLE (CA)	1524 [60.0]	1524 [60.0]	2134 [84.0]	1524 [60.0]	2134 [84.0]
L701	MUFFLER LENGTH (GAS)	698 [27.5]	698 [27.5]		698 [27.5]	
L702	MUFFLER REAR TO C/L REAR AXLE (GAS)	472 [18.6]	472 [18.6]		472 [18.6]	
L703	REAR SPRING FRONT EYE TO C/L REAR AXLE	661 [26]	661 [26]		661 [26]	
L704	C/L RR AXLE TO C/L RR SPRING SHACKLE BRKT	748 [29.5]	748 [29.5]		748 [29.5]	
L706	RR OF FRT SPRING BRKT TO C/L RR AXLE	534 [21.0]	535 [21.1]		535 [21.1]	
L707	C/L RR AXLE TO FRT OF RR SPRING SHACKLE BRKT	639 [25.2]	639 [25.2]		639 [25.2]	
L708	REAR SPRING SHACKLE BRACKET WIDTH	225 [8.9]	225 [8.9]		225 [8.9]	
L709	FRONT SPRING SHACKLE BRACKET WIDTH	258 [10.2]	254 [10.0]		254 [10.0]	
L711	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (GAS)	776 [30.6]	776 [30.6]		776 [30.6]	
	C/L OF RR AXLE TO C/L OF EXHAUST PIPE (DIESEL)					
W700	MUFFLER CROSS SECTION (GAS)	218 [8.6]	218 [8.6]		218 [8.6]	
W701	DISTANCE BETWEEN C/L ENGINE / VEHICLE	45 [1.8]	45 [1.8]		45 [1.8]	
W702	END OF TAILPIPE TO C/L VEHICLE (GAS)	935 [36.8]	935 [36.8]		935 [36.8]	
	END OF TAILPIPE TO C/L VEHICLE (DIESEL)					
W703	FRAME RAIL WIDTH	107 [4.2]	108 [4.2]		108 [4.2]	
W704	REAR FRAME RAIL WIDTH	866 [34.1]	868 [34.2]		868 [34.2]	
W705	FRAME TO OUTSIDE OF RR SPRING SHACKLE BRKT	145 [5.7]	146 [5.7]		146 [5.7]	
W706	FRAME TO OUTSIDE OF RR SPRING HANGER BRKT	153 [6]	153 [6]		153 [6]	

NOTE- [ ] DIMENSION ARE INCHES

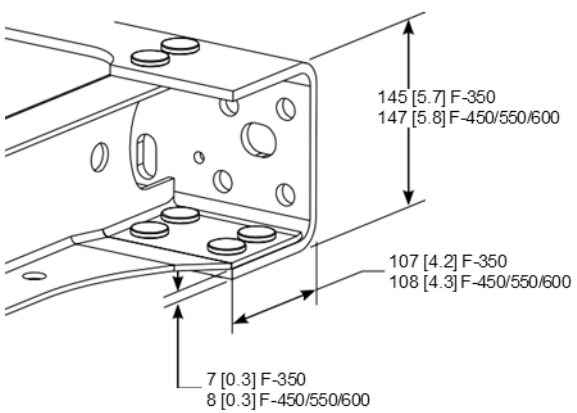
SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB

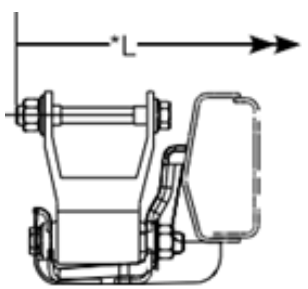




FRONT TREAD WIDTH



END OF FRAME



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
- LH IS FROM GROUND TO TOP OF FLOOR RIBS
- *H IS TOP OF FRAME AT CENTER LINE OF REAR AXLE TO TOP OF THE TIRE IN JOUNCE
- *L IS FROM THE OUTSIDE EDGE OF SHACKLE EYEBOLT
- *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1) Base Curb (2)	F Height at Front Axle (1) Loaded (3)	R Height at Rear Axle (1) Base Curb (2)	R Height at Rear Axle (1) Loaded (3)	LH(1) Base Curb (2)	LH(1) Loaded (3)	CH(1) Base Curb (2)	CH(1) Loaded (3)	K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
F-350 Regular Cab 4x2	9,800 SRW	145.3	LT245/75R17E	mm	375	807	545	517	649	538	830	692	2009	1937	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.5	20.3	25.5	21.2	32.7	27.2	79.1	76.3	7.1	41.6	48.1	10.4	31	68.3	68.1	78.5	---	8.6	11
	14,000 DRW	145.3		mm	375	807	549	516	655	547	837	704	2013	1942	183	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.6	20.3	25.8	21.5	33	27.7	79.3	76.4	7.2	41.6	48.1	10	31	69.1	---	92.2	71.1	8.6	7.4
		169.3		mm	375	807	560	514	656	547	830	703	2012	1938	183	1056	1223	254	779	1755	---	2342	1805	218	189
				inches	14.8	31.8	22	20.2	25.8	21.5	32.7	27.7	79.2	76.3	7.2	41.6	48.1	10	31	69.1	---	92.2	71.1	8.6	7.4
F-350 Regular Cab 4x4	9,800 SRW	145.3	LT245/75R17E	mm	375	807	627	603	711	601	886	747	2080	2011	180 (C)	1056	1223	265	779	1736	1729	1994	---	167	280
				inches	14.8	31.8	24.7	23.8	28	23.7	34.9	29.4	81.9	79.2	7.1	41.6	48.1	10.4	31	68.3	68.1	78.5	---	6.6	11
	14,000 DRW	145.3		mm	375	807	640	602	714	607	885	755	2088	2014	183	1056	1223	254	779	1756	---	2342	1805	165	193
				inches	14.8	31.8	25.2	23.7	28.1	23.9	34.8	29.7	82.2	79.3	7.2	41.6	48.1	10	31	69.1	---	92.2	71.1	6.5	7.6
		169.3		mm	375	807	647	600	710	602	874	749	2084	2010	183	1056	1223	254	779	1756	---	2342	1805	165	193
				inches	14.8	31.8	25.5	23.6	27.9	23.7	34.4	29.5	82	79.1	7.2	41.6	48.1	10	31	69.1	---	92.2	71.1	6.5	7.6
F-450 Regular Cab 4x2 W/O SPACER (7)	15,000 DRW	145.3	225/70R19.5G	mm	381	813	648	609	725	607	899	755	2098	2018	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.5	23.9	35.4	29.7	82.6	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		145.3 (A)		mm	381	813	648	609	725	607	924	757	2098	2018	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.5	23.9	36.4	29.8	82.6	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		169.3		mm	381	813	655	608	721	602	888	749	2094	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.8	23.9	28.4	23.7	35	29.5	82.4	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		193.3		mm	381	813	658	607	720	602	884	750	2091	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.9	23.9	28.4	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		205.3		mm	381	813	658	607	720	602	883	750	2089	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
F-450 Regular Cab 4x4 W/O SPACER (7)	15,000 DRW	145.3	225/70R19.5G	mm	381	813	639	611	725	607	902	755	2093	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.2	24.1	28.5	23.9	35.5	29.7	82.4	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		145.3 (A)		mm	381	813	639	611	725	607	929	756	2093	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.2	24.1	28.5	23.9	36.6	29.8	82.4	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		169.3		mm	381	813	647	610	720	602	889	749	2089	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.3	23.7	35	29.5	82.2	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		193.3		mm	381	813	659	607	720	602	884	750	2092	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		205.3		mm	381	813	658	607	720	602	883	750	2089	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.9	23.9	28.3	23.7	34.8	29.5	82.3	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear W heels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-550 Regular Cab 4x2 W/O SPACER (7)	17,500 DRW	145.3	225/70R19.5G	mm	381	813	648	609	725	609	900	758	2098	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.6	24	35.4	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		145.3 (A)		mm	381	813	648	609	725	609	925	760	2098	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.6	24	36.4	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		169.3		mm	381	813	655	608	721	604	889	752	2094	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.8	23.9	28.4	23.8	35	29.6	82.4	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		193.3		mm	381	813	666	605	721	604	883	753	2096	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	26.2	23.8	28.4	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		205.3		mm	381	813	665	605	720	604	882	753	2094	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	26.2	23.8	28.4	23.8	34.7	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
F-550 Regular Cab 4x4 W/O SPACER (7)	17,500 DRW	145.3	225/70R19.5G	mm	381	813	650	610	725	609	899	758	2099	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.6	24	28.5	24	35.4	29.8	82.6	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		145.3 (A)		mm	381	813	650	610	725	609	923	760	2099	2019	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.6	24	28.5	24	36.3	29.9	82.6	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		169.3		mm	381	813	655	605	721	604	888	752	2094	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.8	23.8	28.4	23.8	35	29.6	82.4	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		193.3		mm	381	813	659	607	721	604	884	752	2092	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.9	23.9	28.4	23.8	34.8	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4
		205.3		mm	381	813	665	606	720	604	882	752	2094	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	26.2	23.8	28.4	23.8	34.7	29.6	82.4	79.3	7.2	41.6	48.1	9.3	31	74.8	---	94	74	7.6	9.4

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear W heels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA - REGULAR CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-550 Regular Cab 4x2 W/O SPACER (7)	19,000 (7.3L) 19,500 (6.7L) DRW	145.3	225/70R19.5G	mm	381	813	667	608	730	616	900	767	2110	2022	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.3	24	28.8	24.2	35.4	30.2	83.1	79.6	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
	19,500 DRW	169.3		mm	381	813	664	608	709	609	870	759	2093	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.1	24	27.9	24	34.3	29.9	82.4	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		169.3 (B)		mm	381	813	653	607	709	609	885	761	2087	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	23.9	27.9	24	34.8	30	82.2	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		193.3		mm	381	813	667	607	703	609	860	759	2090	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.3	23.9	27.7	24	33.9	29.9	82.3	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		205.3		mm	381	813	673	606	703	609	858	759	2093	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.5	23.8	27.7	24	33.8	29.9	82.4	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
F-550 Regular Cab 4x4 W/O SPACER (7)	19,000 (7.3L) 19,500 (6.7L) DRW	145.3	225/70R19.5G	mm	381	813	658	608	730	616	903	767	2105	2022	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.9	24	28.7	24.2	35.5	30.2	82.9	79.6	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
	19,500 DRW	169.3		mm	381	813	655	608	703	609	865	759	2086	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.8	24	27.7	24	34	29.9	82.1	79.5	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		169.3 (B)		mm	381	813	653	606	702	609	875	762	2084	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	23.8	27.6	24	34.4	30	82.1	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		193.3		mm	381	813	666	606	703	609	860	759	2089	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.2	23.8	27.7	24	33.9	29.9	82.2	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
		205.3		mm	381	813	665	606	702	609	860	759	2087	2016	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.2	23.8	27.7	24	33.8	29.9	82.2	79.4	7.2	41.6	48.1	9.3	31	74.8	---	94	74	6.8	9.4
F-600 Regular Cab 4x2 W/O SPACER (7)	22,000 DRW	3691	245/70R19.5G	mm	393	843	665	624	734	628	906	778	2092	2026	183	1056	1223	257	815	1893	-	2420	1880	186	252
		145.3		inches	15.5	33.2	26.2	24.6	28.9	24.7	35.7	30.6	82.4	79.8	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4300 (B)		mm	393	843	679	622	716	623	875	772	2087	2021	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3 (B)		inches	15.5	33.2	26.7	24.5	28.2	24.5	34.4	30.4	82.2	79.6	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4300		mm	393	843	667	621	715	623	888	774	2079	2021	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3		inches	15.5	33.2	26.3	24.4	28.1	24.5	35	30.5	81.9	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4910		mm	393	843	689	619	716	623	863	772	2091	2018	183	1056	1223	257	815	1893	-	2420	1880	186	252
		193.3		inches	15.5	33.2	27.1	24.4	28.2	24.5	34	30.4	82.3	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		5215		mm	393	843	687	619	716	623	871	772	2088	2017	183	1056	1223	257	815	1893	-	2420	1880	186	252
		205.3		inches	15.5	33.2	27	24.4	28.2	24.5	34.3	30.4	82.2	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
F-600 Regular Cab 4x4 W/O SPACER (7)	22,000 DRW	3691	245/70R19.5G	mm	393	843	665	623	734	628	906	778	2092	2025	183	1056	1223	257	815	1893	-	2420	1880	186	252
		145.3		inches	15.5	33.2	26.2	24.5	28.9	24.7	35.7	30.6	82.4	79.7	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4300 (B)		mm	393	843	677	621	716	623	875	772	2086	2020	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3 (B)		inches	15.5	33.2	26.7	24.4	28.2	24.5	34.4	30.4	82.1	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4300		mm	393	843	667	619	715	623	888	775	2079	2019	183	1056	1223	257	815	1893	-	2420	1880	186	252
		169.3		inches	15.5	33.2	26.3	24.4	28.1	24.5	35	30.5	81.9	79.5	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		4910		mm	393	843	681	619	716	623	872	772	2085	2018	183	1056	1223	257	815	1893	-	2420	1880	186	252
		193.3		inches	15.5	33.2	26.8	24.4	28.2	24.5	34.3	30.4	82.1	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9
		5215		mm	393	843	679	619	715	623	872	772	2083	2017	183	1056	1223	257	815	1893	-	2420	1880	186	252
		205.3		inches	15.5	33.2	26.7	24.4	28.1	24.5	34.3	30.4	82	79.4	7.2	41.6	48.1	10.1	32.1	74.5	-	95.3	74	7.3	9.9

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

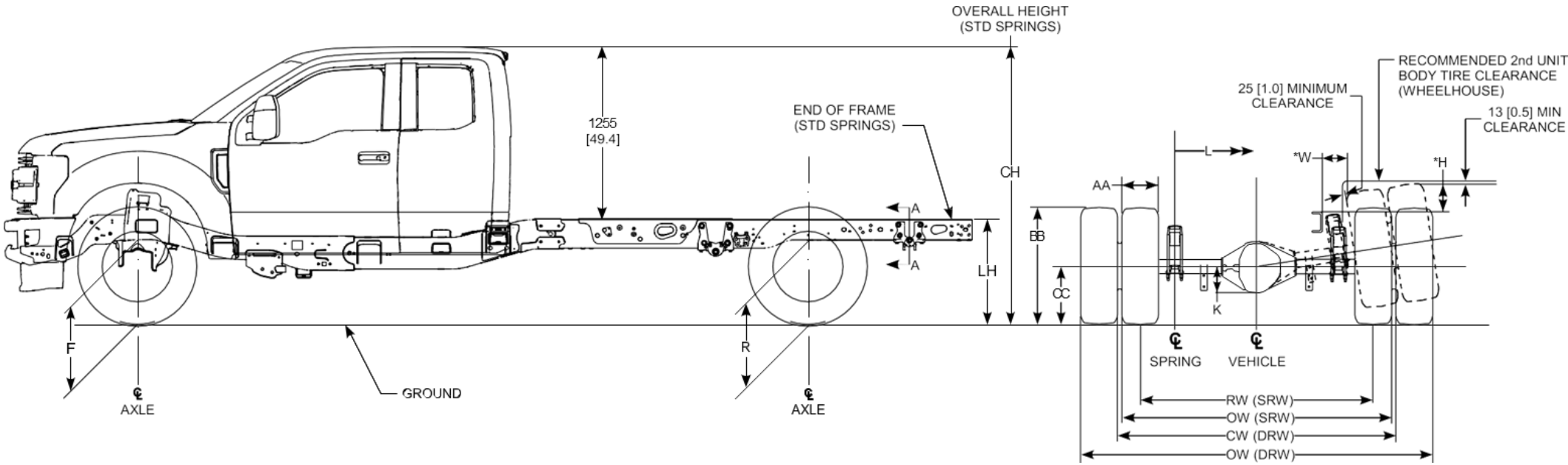
SRW – Single Rear Wheels
DRW – Dual Rear W heels

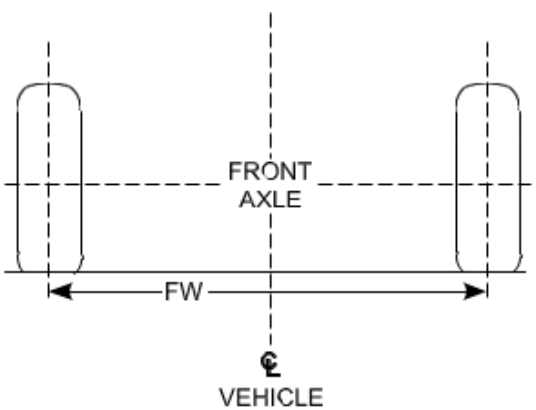
*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

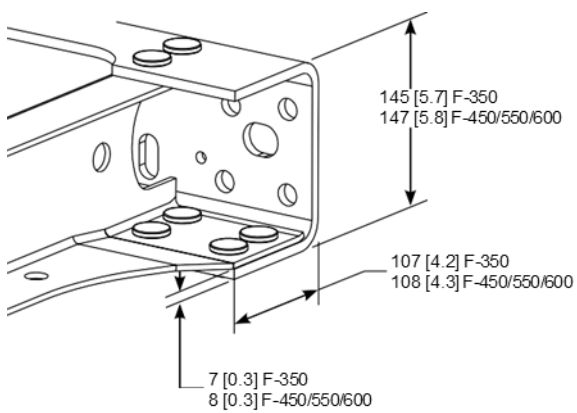
SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA – SUPER CAB

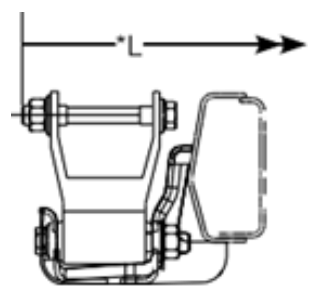




FRONT TREAD WIDTH



END OF FRAME



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
- LH IS FROM GROUND TO TOP OF FLOOR RIBS
- *H IS TOP OF FRAME AT CENTER LINE OF REAR AXLE TO TOP OF THE TIRE IN JOUNCE
- *L IS FROM THE OUTSIDE EDGE OF SHACKLE EYEBOLT
- *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA – SUPER CAB (CONT)

MODEL	Standard GVWR (pounds)	WB (inches)	Base Tire	Units	CC (SLR)	Tire Diameter	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-350 Super Cab 4x2	9800 SRW	167.9	LT245/75R17E	mm	375	807	547	515	647	538	821	691	2014	1937	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.5	20.3	25.5	21.2	32.3	27.2	79.3	76.3	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	8.6	10.8
	14,000 DRW	167.9		mm	375	807	556	515	653	547	827	703	2021	1942	183	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.9	20.3	25.7	21.5	32.6	27.7	79.6	76.5	7.2	41.6	48.1	10	30.7	69.1	---	92.2	71.1	8.6	7.4
F-350 Super Cab 4x4	9800 SRW	167.9		mm	375	807	632	602	703	596	870	741	2082	2007	180 (C)	1056	1223	265	779	1735	1729	1994	---	167	280
				inches	14.8	31.8	24.9	23.7	27.7	23.5	34.2	29.2	82	79	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	6.6	11
	14,000 DRW	167.9		mm	375	807	642	600	708	602	873	749	2089	2009	183	1056	1223	254	779	1755	---	2342	1805	165	193
				inches	14.8	31.8	25.3	23.6	27.9	23.7	34.4	29.5	82.2	79.1	7.2	41.6	48.1	10	30.7	69.1	---	92.2	71.1	6.5	7.6
F-450 Super Cab 4x2 w/o Spacer (7)	15,000 DRW	167.9	225/70R19.5G	mm	381	813	642	609	719	602	890	749	2096	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	15	32	25.3	24	28.3	23.7	35	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		191.9		mm	381	813	655	607	719	602	883	750	2096	2013	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	15	32	25.8	23.9	28.3	23.7	34.8	29.5	82.5	79.2	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-450 Super Cab 4x4 w/o Spacer (7)	15,000 DRW	167.9		mm	381	813	643	610	718	602	889	749	2096	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	15	32	25.3	24	28.3	23.7	35	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		191.9		mm	381	813	648	608	718	602	884	749	2092	2014	183	1056	1223	235	779	1901	---	2386	1880	194	238
				inches	15	32	25.5	24	28.3	23.7	34.8	29.5	82.4	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Super Cab 4x2 w/o Spacer (7)	17,500 DRW	167.9	225/70R19.5G	mm	381	813	652	608	719	604	887	752	2101	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.7	23.9	28.3	23.8	34.9	29.6	82.7	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		191.9		mm	381	813	655	607	719	604	884	752	2096	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.8	23.9	28.3	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Super Cab 4x4 w/o Spacer (7)	17,500 DRW	167.9		mm	381	813	643	610	719	604	889	752	2096	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.3	24	28.3	23.8	35	29.6	82.5	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		191.9		mm	381	813	656	608	719	604	883	752	2096	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.8	24	28.3	23.8	34.8	29.6	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Super Cab 4x2 w/o Spacer (7)	19,500 DRW	167.9	225/70R19.5G	mm	381	813	654	610	702	609	864	758	2091	2019	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	24	27.6	24	34	29.9	82.3	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
		191.9		mm	381	813	664	607	702	609	860	759	2092	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26.1	23.9	27.6	24	33.8	29.9	82.4	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
F-550 Super Cab 4x4 w/o Spacer (7)	19,500 DRW	167.9		mm	381	813	652	608	701	609	865	759	2090	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	23.9	27.6	24	34	29.9	82.3	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
		191.9		mm	381	813	656	607	701	609	861	759	2088	2017	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.8	23.9	27.6	24	33.9	29.9	82.2	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear W heels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

Ford PRO

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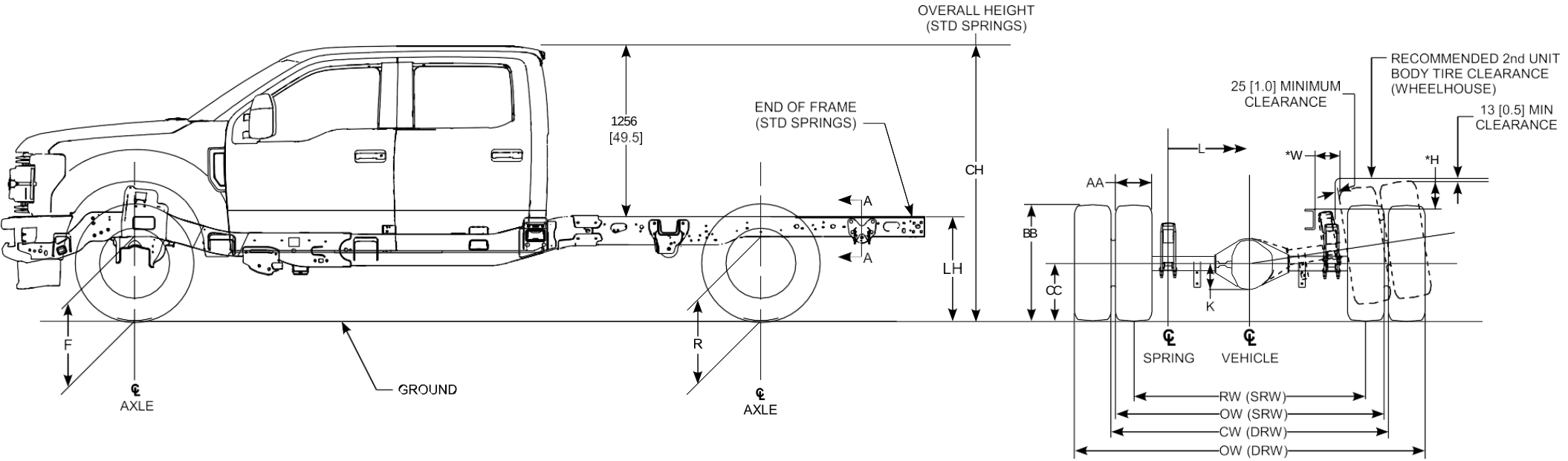
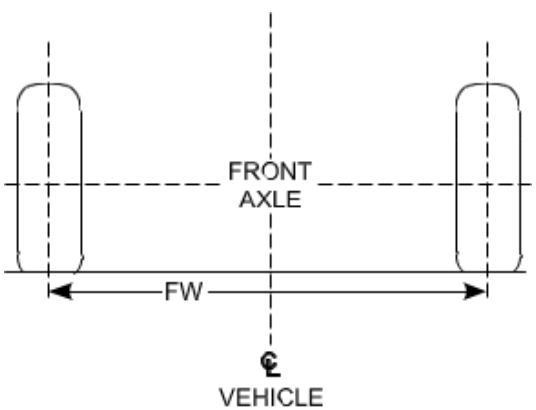
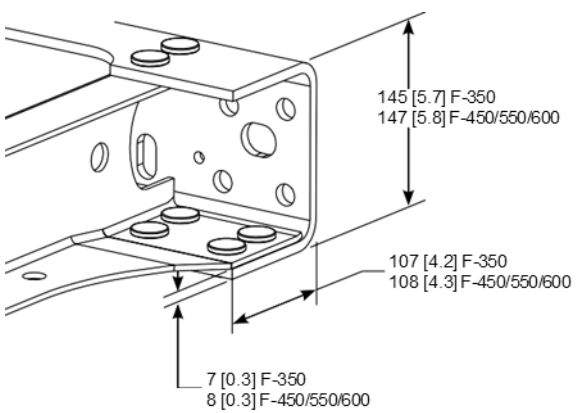
SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA – CREW CAB

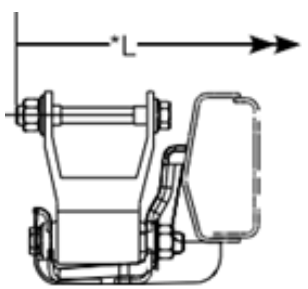




FRONT TREAD WIDTH



END OF FRAME



SECTION A
ENLARGED

NOTES:

- F AND R VEHICLE HEIGHT DIMENSIONS ARE FROM GROUND TO BOTTOM OF FRAME.
- LH IS FROM GROUND TO TOP OF FLOOR RIBS
- *H IS TOP OF FRAME AT CENTER LINE OF REAR AXLE TO TOP OF THE TIRE IN JOUNCE
- *L IS FROM THE OUTSIDE EDGE OF SHACKLE EYEBOLT
- *W IS OUTSIDE OF FRAME TO TOP OF TIRE IN JOUNCE

NOTE- [ ] DIMENSION ARE INCHES

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SUPER DUTY

CHASSIS CAB AXLE / TIRE / VEHICLE HEIGHT DATA – CREW CAB (CONT)

MODEL	STANDARD GVWR (pounds)	WB (inches)	BASE TIRE	UNITS	CC (SLR)	TIRE DIAMETER	F Height at Front Axle (1)		R Height at Rear Axle (1)		LH(1)		CH(1)		K	L	L*	AA(5)	BB	FW(4)	RW	OW	CW (6)	*H	*W
							Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)	Base Curb (2)	Loaded (3)											
F-350 Crew Cab 4x2	9,800 SRW	179.7	LT245/75R17E	mm	375	807	549	515	644	538	815	691	2017	1939	180 (C)	1056	1223	265	779	1735	1729	1994	---	219	275
				inches	14.8	31.8	21.6	20.3	25.3	21.2	32.1	27.2	79.4	76.3	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	8.6	10.8
	14,000 DRW			mm	375	807	553	514	652	547	825	702	2024	1944	182	1056	1223	254	779	1755	---	2342	1805	219	189
				inches	14.8	31.8	21.8	20.2	25.7	21.5	32.5	27.7	79.7	76.5	7.2	41.6	48.1	10	30.7	69.1	---	92.2	71.1	8.6	7.4
F-350 Crew Cab 4x4	9,800 SRW	179.7		mm	375	807	639	600	700	596	863	741	2087	2007	180 (C)	1056	1223	265	779	1735	1729	1994	---	167	280
				inches	14.8	31.8	25.1	23.6	27.6	23.5	34	29.2	82.1	79	7.1	41.6	48.1	10.4	30.7	68.3	68.1	78.5	---	6.6	11
	14,000 DRW			mm	375	807	640	600	706	602	870	749	2091	2011	182	1056	1223	254	779	1755	---	2342	1805	165	193
				inches	14.8	31.8	25.2	23.6	27.8	23.7	34.3	29.5	82.3	79.2	7.2	41.6	48.1	10	30.7	69.1	---	92.2	71.1	6.5	7.6
F-450 Crew Cab 4x2 w/o Spacer (7)	15,000 DRW	179.7	225/70R19.5G	mm	381	813	650	608	715	602	884	749	2102	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.6	23.9	28.1	23.7	34.8	29.5	82.8	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		203.7		mm	381	813	652	607	718	602	882	750	2098	2014	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.7	23.9	28.3	23.7	34.7	29.5	82.6	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-450 Crew Cab 4x4 w/o Spacer (7)	15,000 DRW	179.7		mm	381	813	642	610	717	602	886	749	2099	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.3	24	28.2	23.7	34.9	29.5	82.6	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		203.7		mm	381	813	646	608	718	602	883	749	2095	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.4	24	28.3	23.7	34.8	29.5	82.5	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Crew Cab 4x2 w/o Spacer (7)	17,500 DRW	179.7	225/70R19.5G	mm	381	813	650	608	718	604	885	752	2102	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.6	23.9	28.3	23.8	34.8	29.6	82.8	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		203.7		mm	381	813	652	607	719	604	883	752	2098	2015	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.7	23.9	28.3	23.8	34.8	29.6	82.6	79.3	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Crew Cab 4x4 w/o Spacer (7)	17,500 DRW	179.7		mm	381	813	650	608	718	604	885	752	2102	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.6	24	28.3	23.8	34.8	29.6	82.8	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
		203.7		mm	381	813	654	607	718	604	882	752	2099	2016	183	1056	1223	235	787	1901	---	2386	1880	194	238
				inches	15	32	25.7	23.9	28.3	23.8	34.7	29.6	82.6	79.4	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	7.6	9.4
F-550 Crew Cab 4x2 w/o Spacer (7)	19,500 DRW	179.7	225/70R19.5G	mm	381	813	652	610	701	609	863	758	2093	2020	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	24	27.6	24	34	29.8	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
		203.7		mm	381	813	661	607	701	609	859	759	2093	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	26	23.9	27.6	24	33.8	29.9	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
F-550 Crew Cab 4x4 w/o Spacer (7)	19,500 DRW	179.7		mm	381	813	650	608	701	609	863	758	2092	2020	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.6	24	27.6	24	34	29.9	82.4	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4
		203.7		mm	381	813	654	607	701	609	861	759	2089	2018	183	1056	1223	235	787	1901	---	2386	1880	172	238
				inches	15	32	25.7	23.9	27.6	24	33.9	29.9	82.3	79.5	7.2	41.6	48.1	9.3	30.7	74.8	---	94	74	6.8	9.4

1) The Height Data shown represents dimensions of a base/standard vehicle with no options. Actual height may vary due to production tolerances
2) Height at Base Curb Weight with standard springs.
3) Loaded Height at spring rating with standard springs.
4) FW for F350 DRW with Aluminum rim = 1766mm [69.5in] (4x2) and 1767mm [69.6in] (4x4). FW for F450/F550 DRW with Aluminum rim = 1916mm [75.4in].
5) AA is maximum grown width at maximum tire pressure and load.
6) CW is DRW Rear Track width measured at rim mating flange surface.

(A) F450/F550 RC 60CA with 42.2" Aft Axle Frame Extension.
(B) F550 RC 84CA with 32.4" Aft Axle Frame Extension.
(C) K (SRW) = 180mm [7.1in] for 6.7L Diesel, 165mm [6.5in] for 6.8L Gas.

SRW – Single Rear Wheels
DRW – Dual Rear W heels

*H - Top of frame at C/L of rear axle to top of tire in jounce.
*L - From outside edge of shackle eyebolt
*W - Outside of frame to top of tire in jounce.

NOTE- [ ] DIMENSION ARE INCHES

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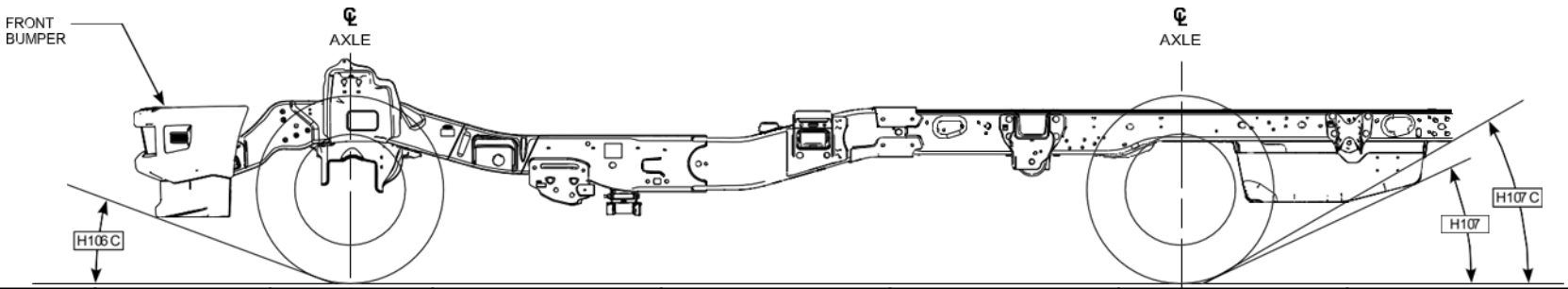
SUPER DUTY

CHASSIS CAB APPROACH & DEPARTURE ANGLES



TIRE	WHEEL EQUIPMENT	GVWR [lb.]	MODEL	WHEELBASE mm [in]	DRIVE	H106C APPROACH ANGLE*	H107C DEPARTURE ANGLE FRAME RAIL*	H107C DEPARTURE ANGLE AFT FUEL TANK*	H107 DEPARTURE ANGLE AFT FUEL TANK**
LT245/75R17E	SRW	9,800	F-350 Reg	3691 [145.3]	4x2	16.4	32.4	27.5	20.1
					4x4	16.4	34.8	30.7	23.3
			F-350 Super	4265 [167.9]	4x2	16.7	32	27.1	20
					4x4	17.2	34.2	30	23.1
			F-350 Crew	4565 [179.8]	4x2	16.8	31.7	26.8	19.9
					4x4	17.6	33.7	29.4	23.4
	DRW	14,000	F-350 Reg	3691 [145.3]	4x2	16.1	32.8	28	20.8
					4x4	16.3	34.8	30.7	23.7
				4301 [169.3]	4x2	16.7	32.4	27.7	20.7
					4x4	17.9	34.4	30.3	23.5
			F-350 Super	4265 [167.9]	4x2	16.5	32.3	27.5	20.7
					4x4	17.6	34.4	30.2	23.5
			F-350 Crew	4565 [179.8]	4x2	16.5	32.5	27.7	20.7
					4x4	17.5	34.2	30	23.4
225/ 70R19.5G	DRW	15,000	F-450 Reg	3691 [145.3]	4x2	23.8	35.2 19.5 (A)	31.2	23.6
					4x4	17.3	35.3 19.5 (A)	31.3	23.6
				4301 [169.3]	4x2	25.3	34.7	30.7	23.3
					4x4	18.1	34.8	30.8	23.3
				4911 [193.3]	4x2	25.5	34.5	30.5	23.3
					4x4	18.3	34.5	30.5	23.3
				5215 [205.3]	4x2	25.4	34.5	30.4	23.3
					4x4	18.8	34.4	30.4	23.3
			F-450 Super	4265 [167.9]	4x2	24.4	34.8	30.8	23.3
					4x4	17.9	34.7	30.7	23.3
				4875 [191.9]	4x2	25.2	34.5	30.5	23.3
					4x4	18	34.5	30.5	23.3
			F-450 Crew	4565 [179.8]	4x2	24.8	34.5	30.4	23.2
					4x4	17.6	34.6	30.5	23.2
				5175 [203.8]	4x2	25.2	34.4	30.4	23.4
					4x4	18	34.5	30.5	23.3

* Approach and Departure angles measured at Base Curb weight with Standard Springs

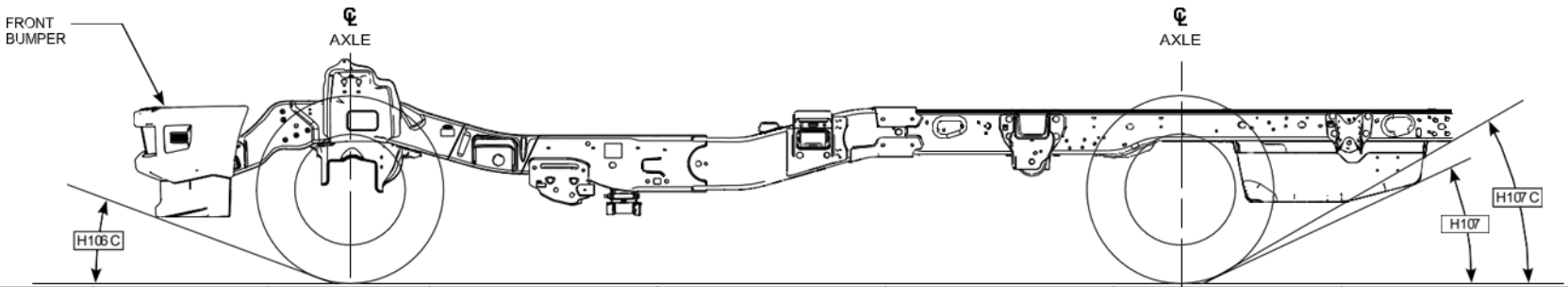
** Departure Angle to Aft Fuel Tank measured at Loaded Height with Standard Springs at Spring Rating

NOTE- [ ] DIMENSION ARE INCHES

Body Builders Layout Book

SUPER DUTY

CHASSIS CAB APPROACH & DEPARTURE ANGLES (CONT)



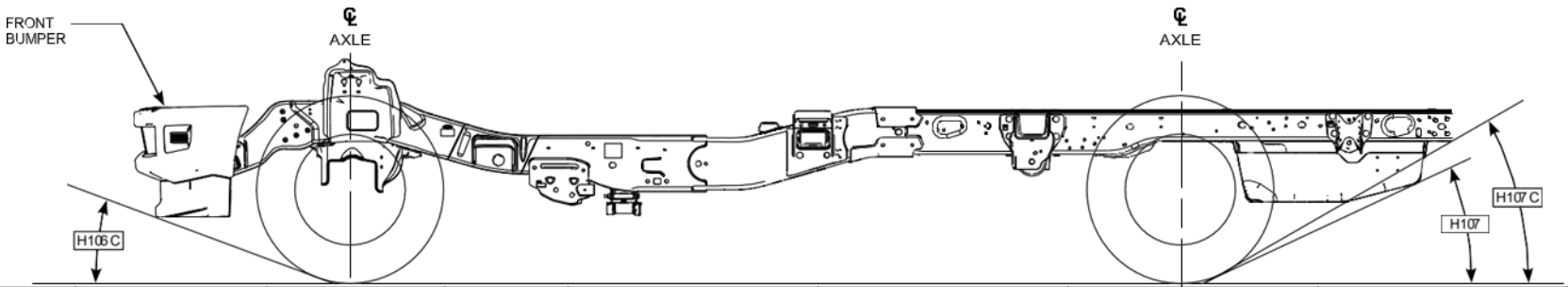
TIRE	WHEEL EQUIPMENT	GVWR [lb.]	MODEL	WHEELBASE mm [in]	DRIVE	H106C APPROACH ANGLE*	H107C DEPARTURE ANGLE FRAME RAIL*	H107C DEPARTURE ANGLE AFT FUEL TANK*	H107 DEPARTURE ANGLE AFT FUEL TANK**
225/ 70R19.5G	DRW	17,500	F-550 Reg	3691 [145.3]	4x2	24.6	35.2	31.2	23.7
							19.5 (A)		
					4x4	17.3	35.1	31.2	23.7
							19.5 (A)		
				4301 [169.3]	4x2	24.6	37.6	34.1	27.1
					4x4	18	37.5	34.1	27.1
				4911 [193.3]	4x2	26	34.4	30.5	23.5
					4x4	18.9	34.5	30.5	23.5
				5215 [205.3]	4x2	26	34.4	30.4	23.5
					4x4	18.8	34.4	30.4	23.5
			F-550 Super	4265 [167.9]	4x2	24.3	34.7	30.7	23.5
					4x4	17.9	34.8	30.7	23.5
				4875 [191.9]	4x2	25.2	34.5	30.5	23.5
					4x4	18.6	34.5	30.4	23.5
			F-550 Crew	4565 [179.8]	4x2	24.8	34.6	30.4	23.4
					4x4	17.6	34.5	30.4	23.4
				5175 [203.8]	4x2	25.3	34.5	30.4	23.5
					4x4	18.5	34.4	30.4	23.5
		19,500	F-550 Reg	4301 [169.3]	4x2	19.8	21.3 (B)	30.7	23.5
					4x4	19.8	21.3 (B)	30.7	23.5

* Approach and Departure angles measured at Base Curb weight with Standard Springs
** Departure Angle to Aft Fuel Tank measured at Loaded Height with Standard Springs at Spring Rating

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY

CHASSIS CAB APPROACH & DEPARTURE ANGLES (CONT)

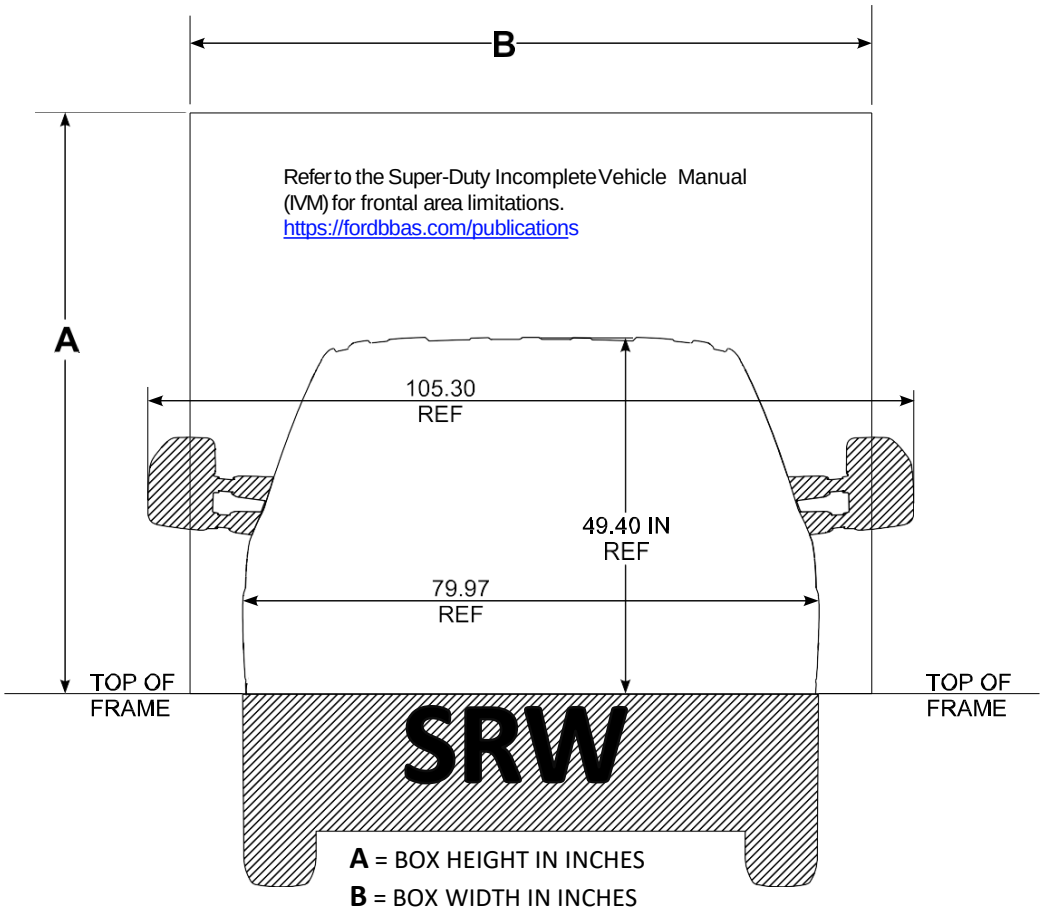


TIRE	WHEEL EQUIPMENT	GVWR [lb.]	MODEL	WHEELBASE mm [in]	Drive	H106C APPROACH ANGLE*	H107C DEPARTURE ANGLE FRAME RAIL*	H107C DEPARTURE ANGLE AFT FUEL TANK*	H107 DEPARTURE ANGLE AFT FUEL TANK**
245/70R19.5G	DRW	22,000	F-600 Reg	145.3	4X2	23.1	34.5	30.5	24.8
					4X4	22.6	34.6	30.6	24.8
				169.3	4X2	23.1	34.3	30.3	24.5
					4X4	22.6	34.3	30.3	23.9
				193.3	4X2	22.9	34.2	30.2	24.4
					4X4	22.4	34.3	30.3	24.4
				205.3	4X2	22.9	34.2	30.1	24.5
					4X4	22.3	34.3	30.2	24.5

* Approach and Departure angles measured at Base Curb weight with Standard Springs
** Departure Angle to Aft Fuel Tank measured at Loaded Height with Standard Springs at Spring Rating

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY
FRONTAL AREA WORKSHEET SRW & DRW



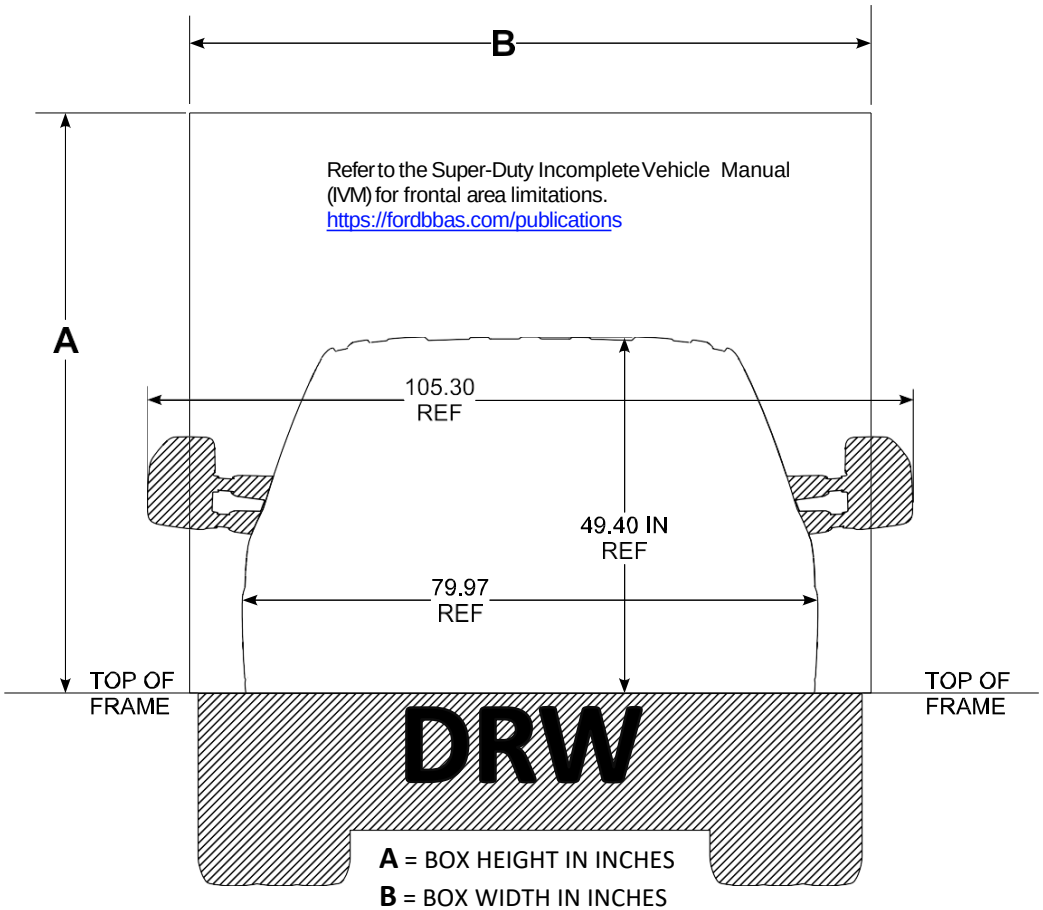
TO FIND FRONT SURFACE AREA IN SQ. INCHES: (A X B) + 1960.7 =

TO FIND FRONT SURFACE AREA IN SQ. FEET : ((A X B)) / 144) + 13.62 =

BELOW FRAME SHADED AREA = 1069490.0 / (25.4 X 25.4) = 1657.7128 SQ. IN. or 1657.7128 / (12 X 12) = 11.5118 SQ. FT

MIRROR SHADED AREA = (97748.7 X 2) / (25.4 X 25.4) = 303.0215 SQ. IN. or 303.0215 / (12 X 12) = 2.1043 SQ. FT.

TOTAL SHADED AREA = 1264987.4 / (25.4 X 25.4) = 1960.7343 SQ. IN. or 1960.7343 / (12 X 12) = 13.6162 SQ. FT.



TO FIND FRONT SURFACE AREA IN SQ. INCHES: (A X B) + 2366.8 =

TO FIND FRONT SURFACE AREA IN SQ. FEET : ((A X B)) / 144) + 16.44 =

BELOW FRAME SHADED AREA = 1331440.0 / (25.4 X 25.4) = 2063.7361 SQ. IN. or 2063.7361 / (12 X 12) = 14.3315 SQ. FT

MIRROR SHADED AREA = (97748.7 X 2) / (25.4 X 25.4) = 303.0215 SQ. IN. or 303.0215 / (12 X 12) = 2.1043 SQ. FT.

TOTAL SHADED AREA = 1526937.4 / (25.4 X 25.4) = 2366.7577 SQ. IN. or 2366.7577 / (12 X 12) = 16.4358 SQ. FT.

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY
AMBULANCE GUIDANCE

FORD AMBULANCE GUIDANCE

A Ford vehicle is suitable for final stage manufacture into an ambulance only if equipped with a Ford Ambulance Preparation Package. Ford urges ambulance manufacturers to follow the recommendation furnished in the Incomplete Vehicle Manual, (and any pertinent supplements), and the Qualified Vehicle Modifier (QVM) guidelines. ***Using a Ford Vehicle without the Ford ambulance Preparation package to produce an ambulance voids the Ford warranty and could result in elevated the underbody temperature, fuel over-pressurization and the risk of fuel expulsion and fires.*** Vehicles equipped with Ford Ambulance Preparation packages have labels located on (the inside) driver door lock pillar that state that the vehicle is so equipped.

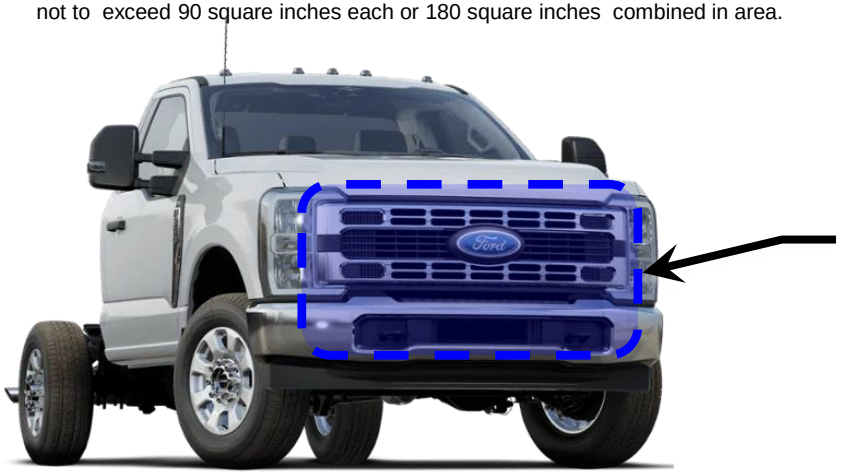
INFORMATION:

Ford urges careful consideration of the recommendations that follow. They are based on analyses of component and vehicle tests, actual service situation, and engineering judgements. Disregard of these recommendations may affect the durability, reliability, handling and performance characteristics of a completed vehicle and may elevate underbody temperature and increase the potential for fire or may affect the safety of the occupants in the event of an accident.

These recommendations are supplemental to U.S. and Canadian Motor Vehicle Safety compliance representations provided here https://fordbbas.com/publications . Additional information is also provided in this book and the Ford Truck Shop Manual which may be helpful to Subsequent stage manufacturers are encouraged to contact the Ford Body Builder Advisory Service if they have any question concerning these recommendations; contact information is available at online at https://fordbbas.com

GUIDELINES

1. All Exhaust System, Electrical and Underbody Heat Management statements in the Second Unit Body Mounting section, and also the GENERAL BBLB document found on https://fordbbas.com/publications), apply to completed ambulance type vehicles.
2. Equipment such as flashing lights and sirens, spare tire, or any other accessories should not be installed in the grille area forward of the radiator or air cleaner air-inlet. Doing so restricts proper airflow through the radiator and engine compartment. Lights, Speakers or sirens should not be mounted in the center area of the grille. Equipment should be mounted as far outboard as possible, not to exceed 90 square inches each or 180 square inches combined in area.
3. Electrical equipment, regardless of mounting location, should not be grounded through the hood sheet metal nor hinges due to possible damage to the radio system and wiring.
4. An ambulance is not to be used as a tow vehicle.



KEEP THIS AREA CLEAR OR UNOBSTRUCTED

PROPER AIRFLOW IS REQUIRED FOR:

- ENGINE COOLING,
- RADIATOR,
- AIR CONDITIONER CONDENSOR

SUPER DUTY
SPOTLIGHT MOUNTING GUIDELINES (ON A-PILLAR)

SPOTLIGHT MOUNTING

Upfitters may consider mounting a hand operated spotlight to the Super Duty A-pillar by utilizing a maximum ½ inch diameter hole per these guidelines.

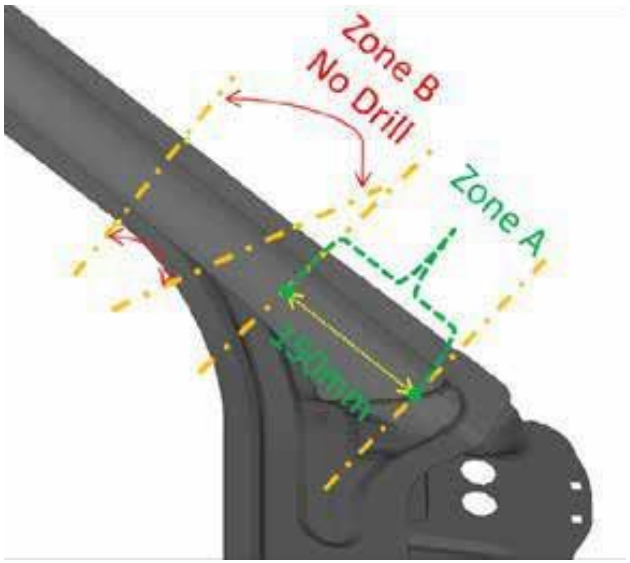


Figure 1 – Drill Zone

Drill hole in Zone A from A-pillar outer surface at the angle required to mount the spotlight. Do not drill the A-pillar and its components at Zone B (outer surface, hydro-formed tube and innermost surface).
Avoid any components/assemblies held within or between the A-Pillar structure and the plastic interior trim when drilling attachment holes.

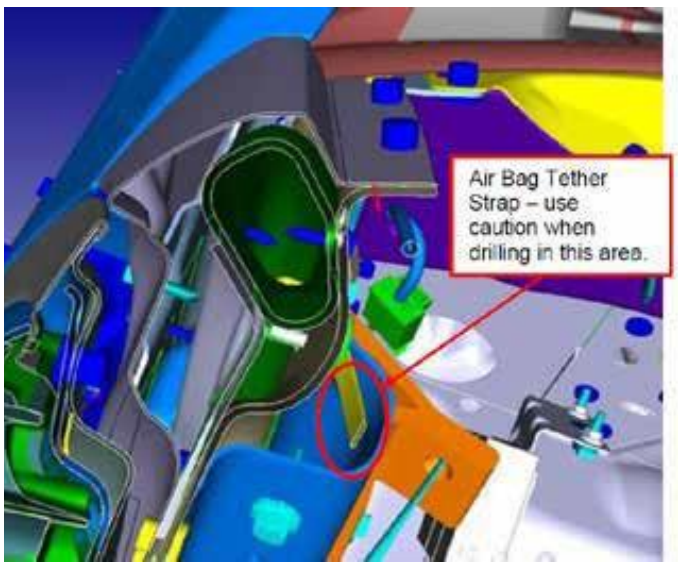


Figure 2: A-Pillar Cross Section

Cross sectional view looking down on the A-Pillar from above showing the structural layers of the A-Pillar

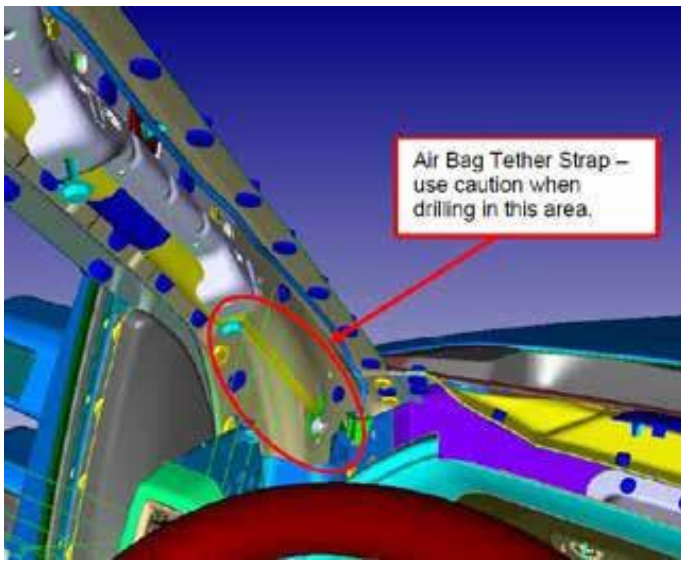


Figure 3: Air Bag Tether

Interior wall attachment of the air bag tether. Care must be taken when drilling through the A-Pillar to avoid the tether.

NOTE: THE FINAL RESPONSIBILITY FOR THE COMPLIANCE OF THE COMPLETED VEHICLE RESTS WITH THE VEHICLE MODIFIER TO CERTIFY, AS PRESCRIBED BY TITLE 49, CODE OF FEDERAL REGULATIONS, PART 567.5, THAT THE VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS

SUPER DUTY

FENDER MOUNTED MIRROR ATTACHMENT PROVISIONS

FOR APPLICATIONS THAT REQUIRE A FENDER MOUNTED MIRROR OR OTHER SIMILAR EQUIPMENT (RH ONLY):

Recommended attachment strategy:

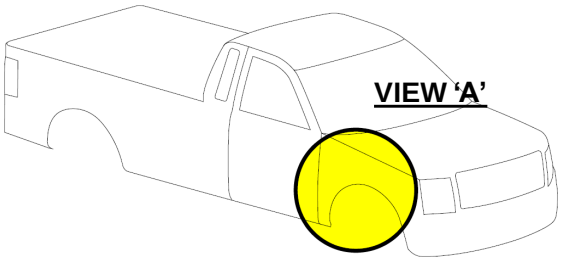
- Use 3 holes available on the RH Front Structure to attachment a mirror mounting bracket or base.
- Attach mirror to mounting bracket/base through hole(s) added to fender.

Notes:

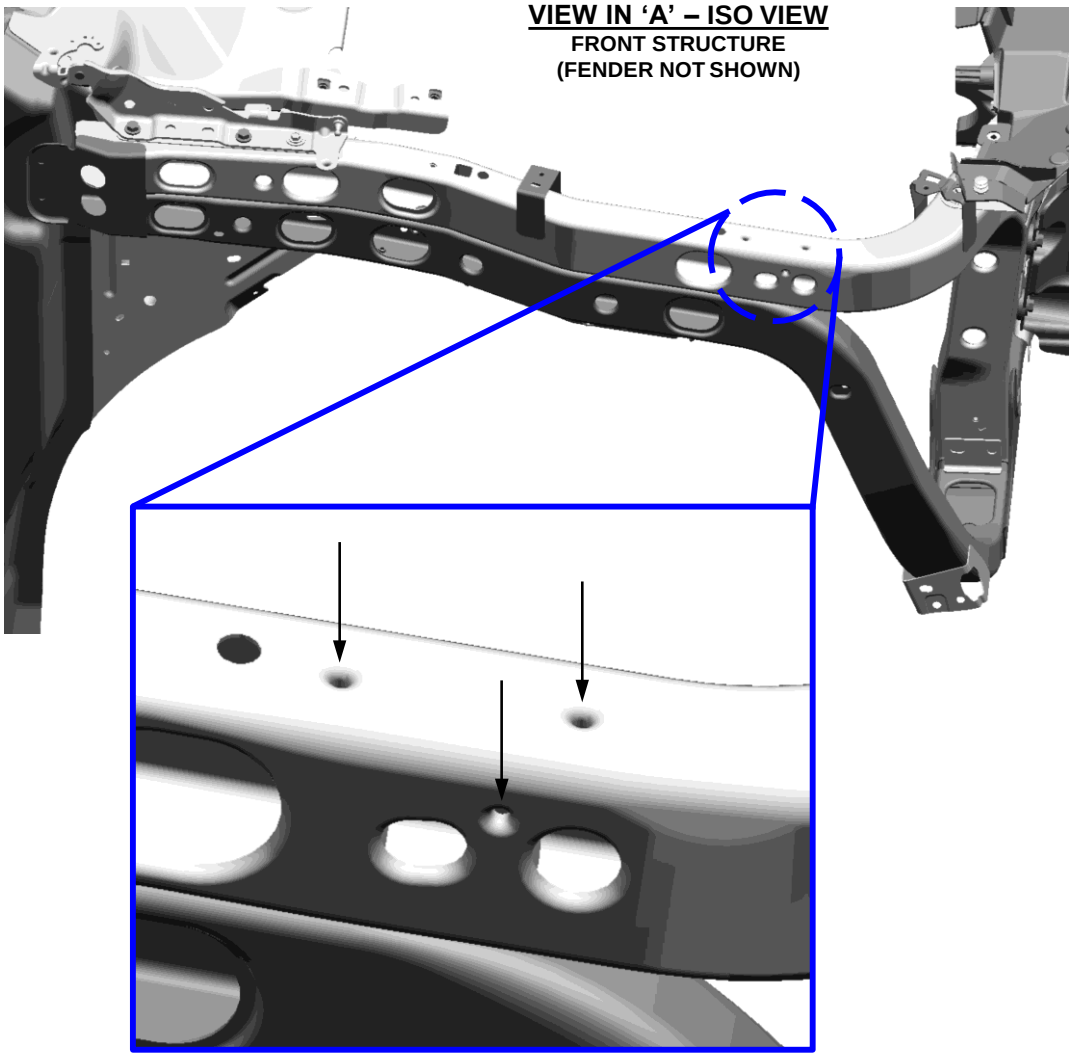
Holes are extruded and unthreaded, suitable for M6 thread rolling / self-tapping fasteners:

- Recommend Ford W714339-S439 M6 x 22mm screw and washer (or equivalent).
  - Washer diameter – 23mm [0.91 in]
  - Suitable to attach material up to 8mm [0.31 in.] thick
  - Torque to 7 +/- 1.1 Nm [5.2 +/- lb. ft.] - Upfitter needs to confirm clamped material can withstand this load
- Extruded holes can also be tapped for M6 thread
  - Allows use of standard M6 threaded fastener
  - Upfitter needs to develop torque specification

CAD data is available through fordbbas.com, select “Contact Us” and continue with a “CAD Request” ticket. Request data for the RH Front Shotgun and RH Front Fender along with other components needed for reference.



VIEW IN ‘A’ – ISO VIEW
FRONT STRUCTURE
(FENDER NOT SHOWN)



SUPER DUTY

AFTERMARKET AUX AC SYSTEM CONTROL & GHG EVAPORATIVE EMISSIONS

This is a summary of BBAS Bulletin Q-255 for Super-Duty Chassis Cab trucks. Refer to the actual bulletin, located on www.fordbbas.com/publications for the full instructions for Final Stage Manufacturers to add auxiliary air conditioning systems. No prep packages are available. Tap into the system using custom lines that obtain the liquid between the receiver dryer and front Thermostatic Expansion Valve (TXV) and return the suction line between the front TXV and the compressor. The secondary evaporator must use a TXV.

The performance of the Ford defrost and defog system must not be diminished by the addition of auxiliary heater or air conditioning systems. Final Stage Manufacturers are reminded of their responsibility to maintain compliance to FMVSS 103 and CMVSS 103, Windshield Defrosting and Defogging Systems.

The addition of aftermarket auxiliary air conditioning will require control of the AC clutch via vehicle CAN bus. It is recommended that when installing an auxiliary AC/Heater system package the Final Stage Manufacturer meet or exceed the current standard of the current production vehicle line in occupant comfort performance both in heating and air conditioning.

AIR CONDITIONING

1. R134a charged AC systems must use PAG type lubricating oil YN-12-D, Ford part number WSH-M1C231-B. Always use the same refrigerant and oil as equipped with the production vehicle. Reference current production R134a & PAG oil charge levels:

F-350 / 450 / 550	TRANSIMISSION	R134A (oz)	PAG OIL (oz)
GAS or DIESEL	ANY	27 +/- 1.0	3.7

2. Ford Motor Company front system specs:
   - TXV size: 2.0 Ton (Gas with TorqShift ® 6R or 5-Spd Manual).
   - TXV Size: 1.5 Ton (Gas or Diesel with TorqShift ® 10R).
   - AC Compressor Displacement: 200cc fixed (Gas with TorqShift ® 6R or 5-Spd Manual).
   - AC Compressor Displacement: 170cc eVDC (Gas or Diesel with TorqShift ® 10R).
   - AC Condenser heat rejection (Gas): 11.3KW avg (Gas with TorqShift ® 6R or 5- Spd Manual).
   - AC Condenser heat rejection (Diesel): 11.3KW avg (Gas or Diesel with TorqShift
   - ® 10R).
   - AC Condenser heat rejection (Gas with 10-speed transmission): 12.9 Kw
3. Auxiliary AC unit musts:
   - Do NOT use CCOT / orifice tube systems in combination with the front Ford Motor Company TXV system.
   - A TXV with a refrigerant bleed is required. This will allow oil and refrigerant to return back to the AC Compressor.
   - It is the responsibility of the Final Stage Manufacturer when combining an auxiliary AC system with the Ford Motor Company AC system to perform a REFRIGERANT CHARGE LEVEL DETERMINATION TEST and OIL IN CIRULATION and EVAPORTATOR CORE ICING.
   - ***It is the responsibility of the Final Stage Manufacturer to maintain a 0.5%-1.5% suspended oil ratio in the AC system for proper compressor lubrication.***
   - A label stating the total refrigerant charge, type of refrigerant (R134a), and type of compressor lubricating oil (PAG), must be affixed in a conspicuous place in the engine compartment.
   - Compressor discharge gas temperature should not exceed 130°C skin temperature when measured under any conditions. Skin temperature should be measured on the AC discharge line immediately out of the compressor below the muffler.
   - R-134a charged A/C systems should use barrier type A/C hose, SAE J3062 Hose Type Cu. Swaged, permanent fittings are recommended for this type of hose. Joint or connection types (serviceable fittings) should be Seal Washer, Dual Seal Washer, Seal Washer with O-ring, or Metal Seal Fitting (Metal Gasket) as shown in SAE J2727
4. At no time should the fan shroud or stator be modified or trimmed.
5. Do not modify any of the front-end seals to the cooling module. These prevent hot air recirculation from coming back into the AC Condenser.
6. Establish a quality control method to inspect and resolve leaks, kinks, inadequate clearance issues, and total system operations.
7. DO NOT splice into any compressor wire harness. Must use an aftermarket CAN vehicle-control module to communicate with vehicle to activate compressor clutch.
8. If rear AC system is ON the front AC may be ON or OFF. The aftermarket CAN control module will request the AC clutch on if the rear AC is on and the front AC is off.

GREEN HOUSE GAS (GHG) EVAPORATIVE EMMISSIONS

Pursuant to California regulation 17 CCR §95663, the specific leakage for this vehicle (as built by Ford Motor Company) is shown in the table below (see “J2727 Leakage Value” column). If the vehicle air conditioning system is modified in any way, or air conditioning systems are added, the intermediate or final-stage manufacturer must calculate the final system leakage. If desired, the spreadsheet used by Ford to calculate the J2727 Leakage is available and can be edited to reflect the modified system. Please contact Ford BBAS to request a copy of the vehicle line specific GHG Evaporative Emissions Worksheet: https://fordbbas.com

MY	Vehicle Line	Features/ Models	Evaporator	Engine	Refrigerant	Charge Size of A/C System (kg)	J2727 Leakage Value (g/yr.)	Max Allowed Leakage
2023	Super Duty	All	Single	6.8L & 7.3L Gas	R-134a	0.765	6.4	11.5
2023	Super Duty	All	Single	6.7L Diesel	R-134a	0.765	6.4	11.5

SUPER DUTY

GUIDELINES FOR MODIFYING WHEELBASES WHEN EQUIPPED WITH ELECTRONIC STABILITY CONTROL (ESC)

The 2023MY F-Series have Electronic Stability Control (ESC) as standard feature content. Modification of the wheelbase can affect vehicle performance which could result in ABS or Stability Control faults/lights. The ESC system may also have a changed response from the production wheelbase configuration, but still provides acceptable driver assistance. It is the responsibility of the alterer or final stage manufacturer to evaluate modified vehicle configurations to ensure that vehicle performance is acceptable to their customer base.

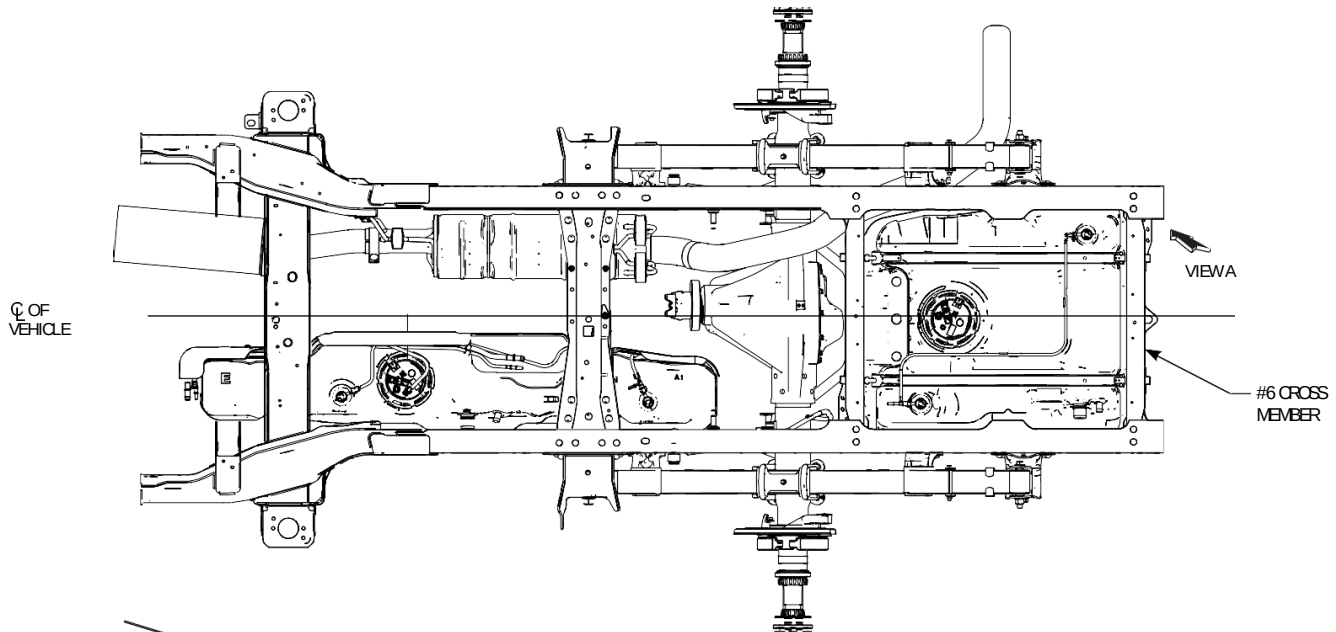
Wheelbase modifications within the noted ranges below may necessitate a reflash of the ABS/ESC module to a new calibration. Any wheelbase outside of the noted ranges below will not be supported with calibrations. The Electronic Stability Control (ESC) feature will be supported when modifying F-Series Wheelbases (WB) as part of the intermediate or final stage upfit.

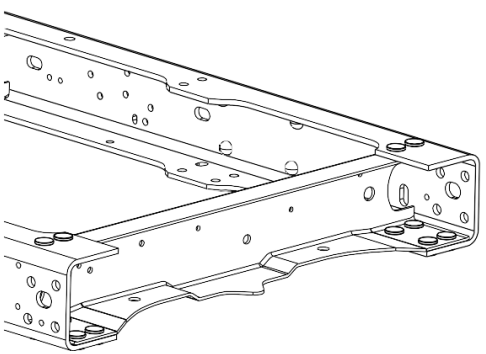
SUPER DUTY :
- F-450, F-550, and F-600
- Wheelbases between 145” and 267”

SPECIAL NOTES: The chassis wheelbase shall not be modified shorter than the shortest for each model (GVWR offered). For vehicles under 10K GVWR, FMVSS 126 does apply for ESC function and will need to be tested the by alterer or final stage manufacturer - refer to the Incomplete Vehicle Manual for specific FMVSS/CMVSS information

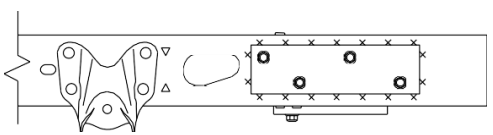
SUPER DUTY

CHASSIS CAB (NARROW FRAME) FRAME EXTENSION RECOMMENDATIONS





VIEW A
(TYPICAL)



REINFORCEMENT PLATES

FRAME EXTENSION RECOMMENDATIONS
(Applicable to all wheelbase models)

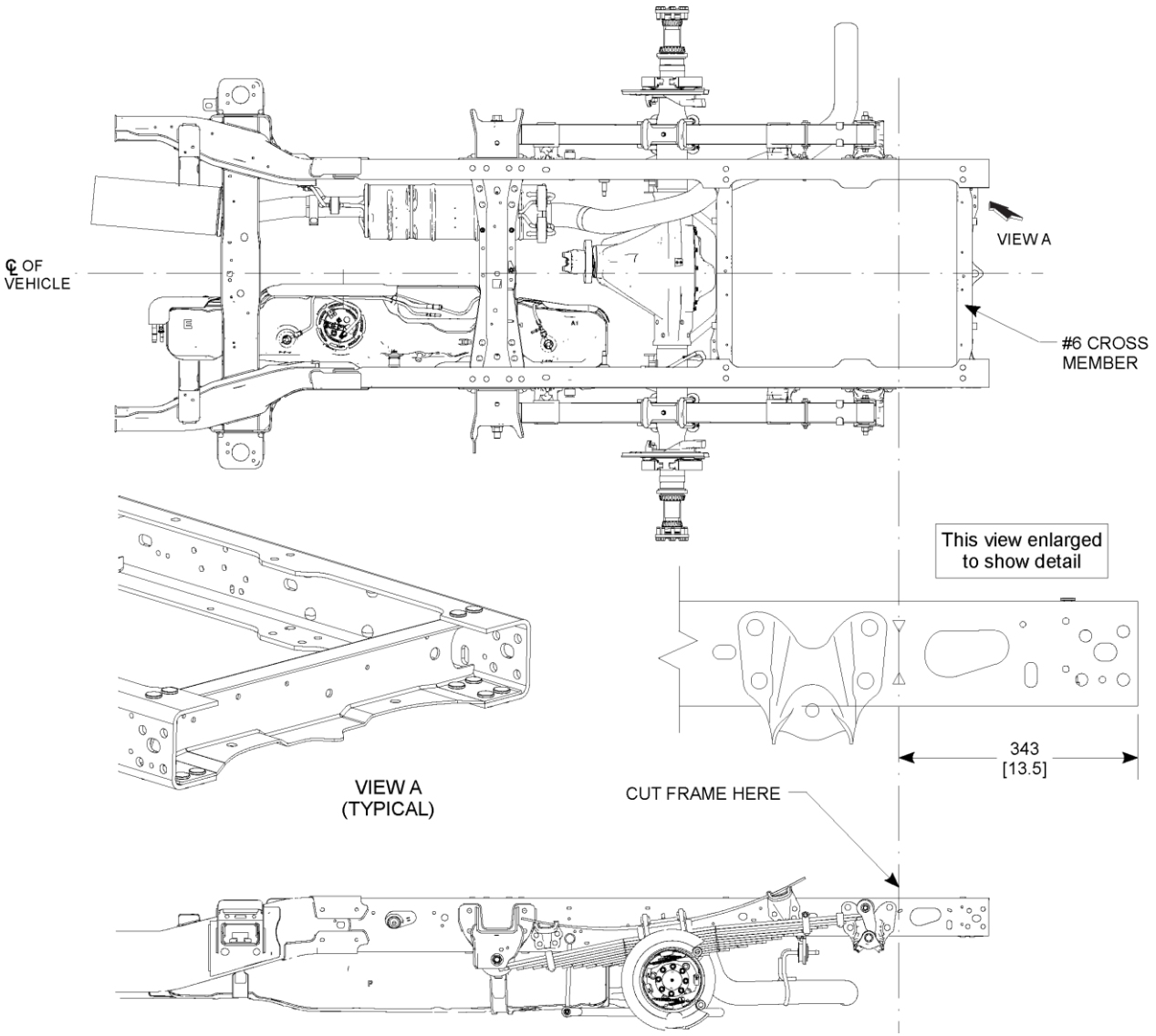
When it is necessary to add a frame extension to the Super Duty F- Series Chassis Cab, follow these suggestions:

- Clean contaminants off the back portion of the frame using steam, high pressure water or solvent.
- Protect the fuel system from weld sparks and splatter, being particularly careful with the rubber fuel fill hoses.
- Select a suitable mild steel channel (not iron) with a section modulus the same as the frame to be extended.
- Chamfer both the back of the frame and the end of the extensions to be welded. Remove the two rearmost lower rivets attaching the rear cross member to the frame. Weld an overlay plate onto the lower flange of the frame extension that extends approximately 2.5" under the frame end.
- Transfer the rivet hole location to the lower flange overlay plate and drill through the plate.
- ***Disconnect the battery (ies), the ABS module, and then the Powertrain Control Module (PCM). Connect the welding ground cable to the frame at the back of the vehicle.***
- Clamp the extension into place and weld all around the top and sides, but not the lower flange, following normal welding practices.
- Grind the outer side of the vertical frame web down smooth, clamp on a reinforcement section of mild steel approximately 4"x 12" x 0.25“ and skip weld to the frame and extension. Do not weld at the corners of the reinforcement to minimize stress concentrations. Note that this reinforcement may be combined with a rear shear plate and/or under-run bumper if desired, in which case it would be an "L" shape to pick up the added attachment points.
- Bolt through the lower overlay plate and frame section using a 5/8" Grade 5 flange- head bolt and nut (1).
- Drill through the frame and reinforcement; bolt using four 1/2" Grade 5 flange-head bolts and nuts (1).
- Coat the frame extension with a suitable protective paint. Reconnect the PCM module, ABS module and battery (ies).

(1) - If flange-head fasteners are not available, regular hex heads may be substituted with one flat washer each under the head of the bolt and nut.

SUPER DUTY

CHASSIS CAB (NARROW FRAME) FRAME OVERHANG SHORTENING RECOMMENDATIONS



FRAME OVERHANG SHORTENING RECOMMENDATIONS
(Applicable to all wheelbase models)

If a shorter rear frame overhang is required for the vocational body mounting, the builder must:

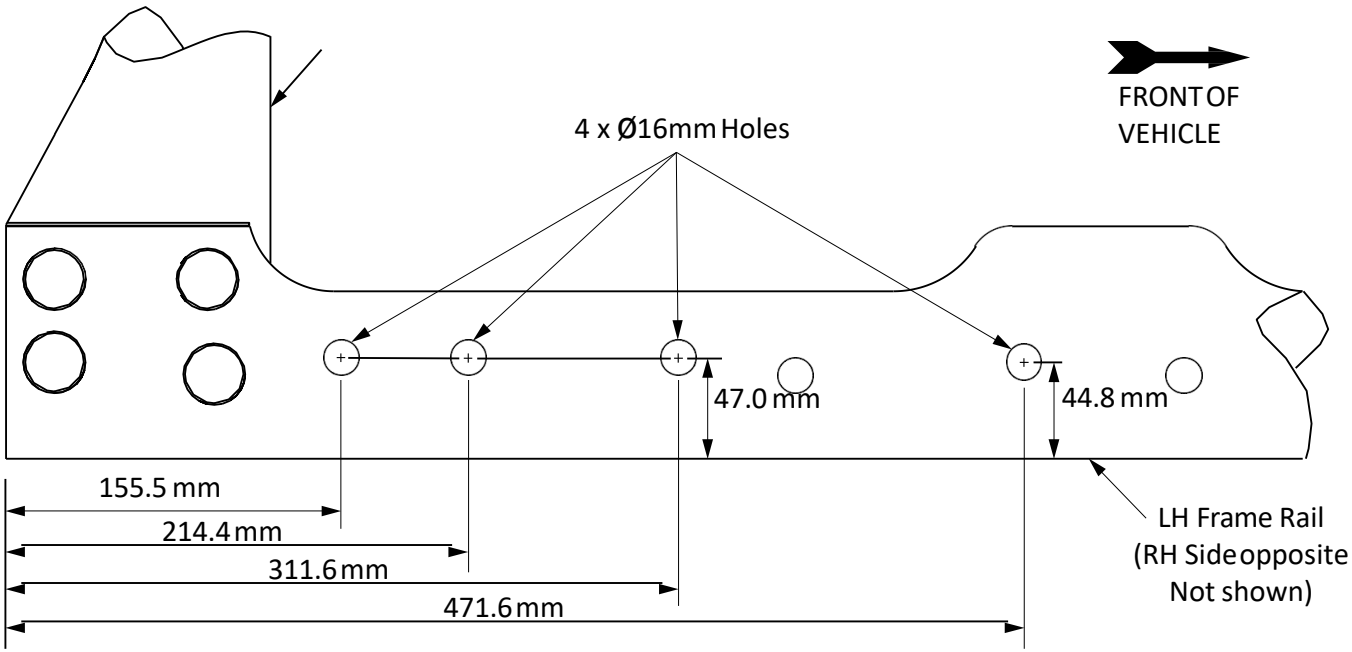
1. Order the chassis with the optional mid-ship fuel tank
2. Drill out the attaching rivets and remove the rear crossmember. Reinstall in the next forward crossmember mounting location provided using the Grade 8 bolts, as described in the rivet replacement procedure in the Ford Service Manual
3. Cut the frame along the line through the two triangle-shaped holes as depicted on this page using a cut-off wheel or saw. A torch is not recommended. If a torch is used within 4-inches of the rear suspension mounting attachments, these attachments must be either re-torqued (when bolts are used) or have the rivets removed and replaced with Grade 8 bolts per procedure noted above.

NOTE:

– ON THE F-450/550 CHASSIS, THE FORWARD OUTBOARD REAR SUSPENSION BRACKETBOLT NEEDS TO BE SHARED WITH THE REAR CROSSMEMBER. RETORQUE WITH NEW GRADE 8 M12 BOLT AND NUT

SUPER DUTY

CHASSIS CAB AFTERMARKET HITCH INSTALLATION



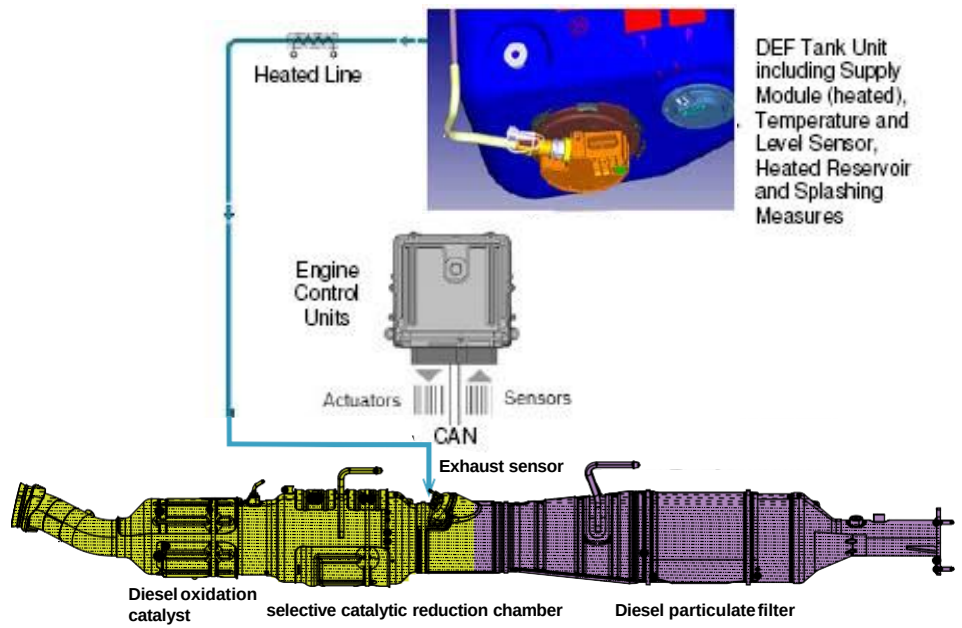
REVERSE PLAN VIEW

Four holes are in each frame-rail (in the bottom flange). These holes are to facilitate the installation of aftermarket trailer hitches. Aftermarket hitch load ratings are the responsibility of the aftermarket hitch manufacturer. The maximum trailer tow rating which is published in the Ford RV & Trailer Tow Guide must not be exceeded.

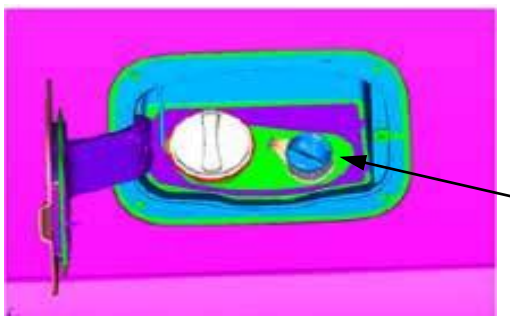
Reference BBAS Bulletin Q-292.

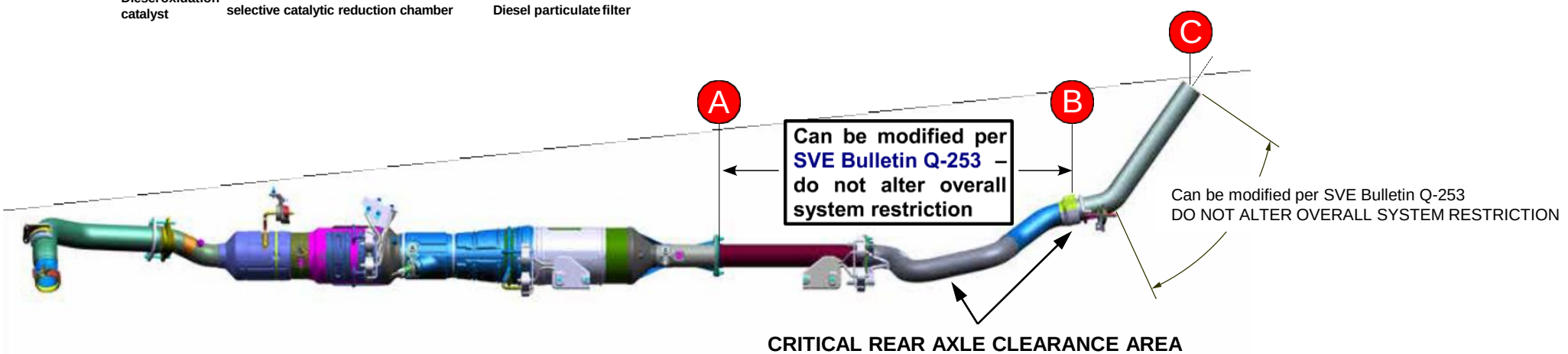
SUPER DUTY

EXHAUST AFTER TREATMENT (DIESEL ENGINE)



- Selective Catalyst Reduction (SCR) to help meet diesel emissions requirements
- Requires the use of Diesel Exhaust Fluid (DEF – aka UREA)
- The DEF tank is sized to sustain a typical oil change interval
- The tank and lines are heated to prevent freezing
- The pickup truck DEF fill cap is located next to the diesel fill cap



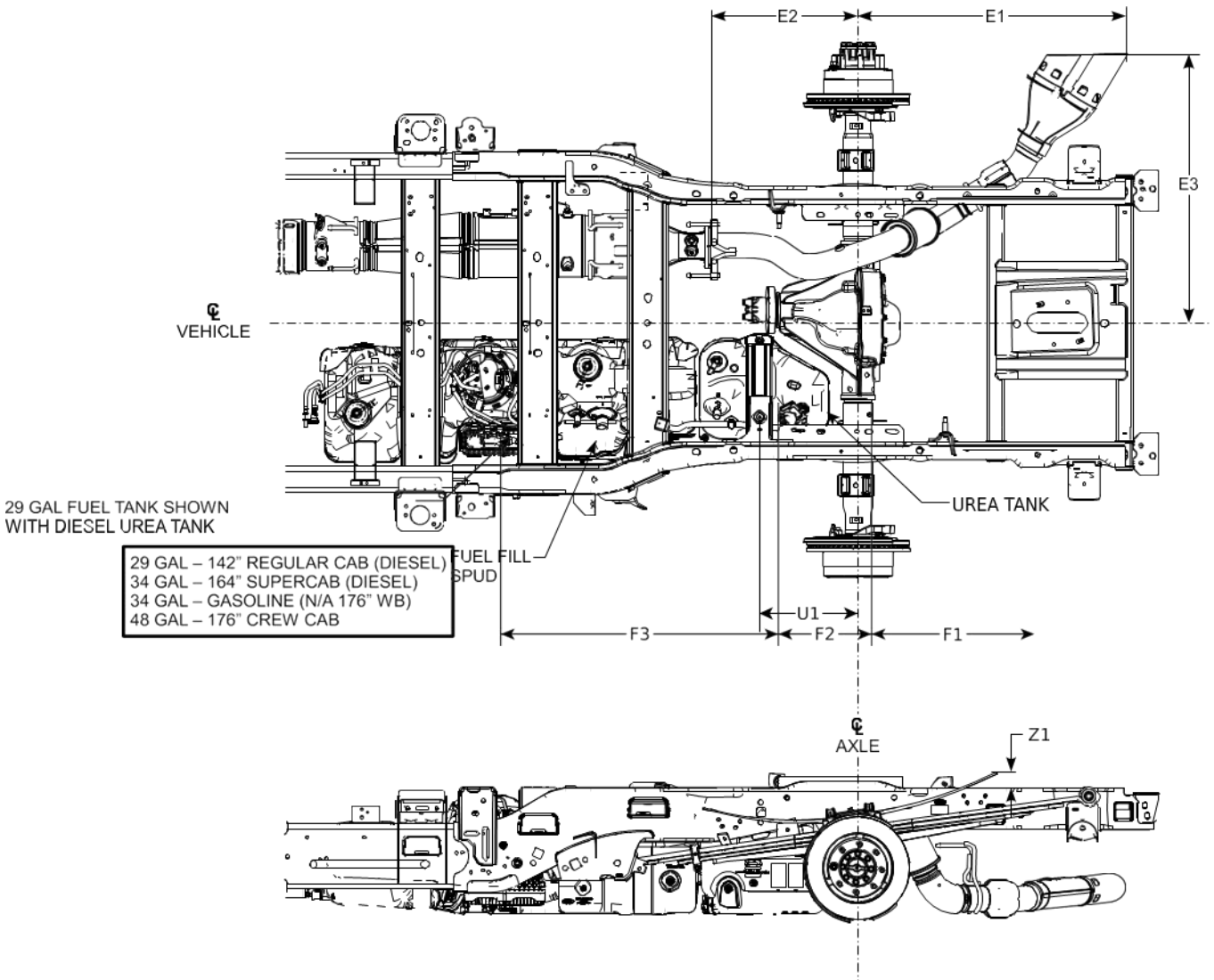

A
B
C
Can be modified per SVE Bulletin Q-253 – do not alter overall system restriction
Can be modified per SVE Bulletin Q-253
DO NOT ALTER OVERALL SYSTEM RESTRICTION

CRITICAL REAR AXLE CLEARANCE AREA

- **PT A** – **PT B**: Any modifications between Pts **A** – **B** must not shorten the centerline length between the two points to a length less than that of the shortest wheelbase. Minimum Centerline Length = 1160 mm for reference.
- **PT B** – **PT C**: Any modifications between Pts **B** – **C** must not shorten the centerline length between the two points and should be made using pipe diameter equivalent to the OEM assembly. Minimum Centerline Length – 763.75 (for reference).
- Modifications must not change system restriction or alter the performance of the exhaust system.
- Pipes used in any modifications must be equivalent diameter, wall thickness and material the OEM parts.
- Appropriate heat shielding must be utilized where required.
- See BBAS Bulletin Q-253 for additional information.

SUPER DUTY

PICKUP (WIDE FRAME) FUEL TANK / EXHAUST / UREA / AUX BRACKET DIMENSIONS



WHEELBASE	MODEL	FUEL TANK DIMENSIONS			EXHAUST SYSTEM DIMENSIONS			UREA TANK	AUX BRACKET
(in)	Pickup	F1 (mm / in.)	F2 (mm / in.)	F3 (mm / in.)	E1 (mm / in.)	E2 (mm / in.)	E3 (mm / in.)	U1 INBOARD MTD. (mm / in.)	Z1 (mm / In.)
142	REGULAR CAB	572 / 22.5	323 / 12.7	975 / 38.4	942 / 37.1	536 / 21.1	946 / 37.25	348 / 13.7	44 / 1.7
164	SUPER CAB	572 / 22.5	323 / 12.7	975 / 38.4	942 / 37.1	1110 / 43.7	946 / 37.25	348 / 13.7	44 / 1.7
176	CREW CAB	572 / 22.5	323 / 12.7	1676 / 65.4	942 / 37.1	1415 / 55.8	946 / 37.25	348 / 13.7	44 / 1.7

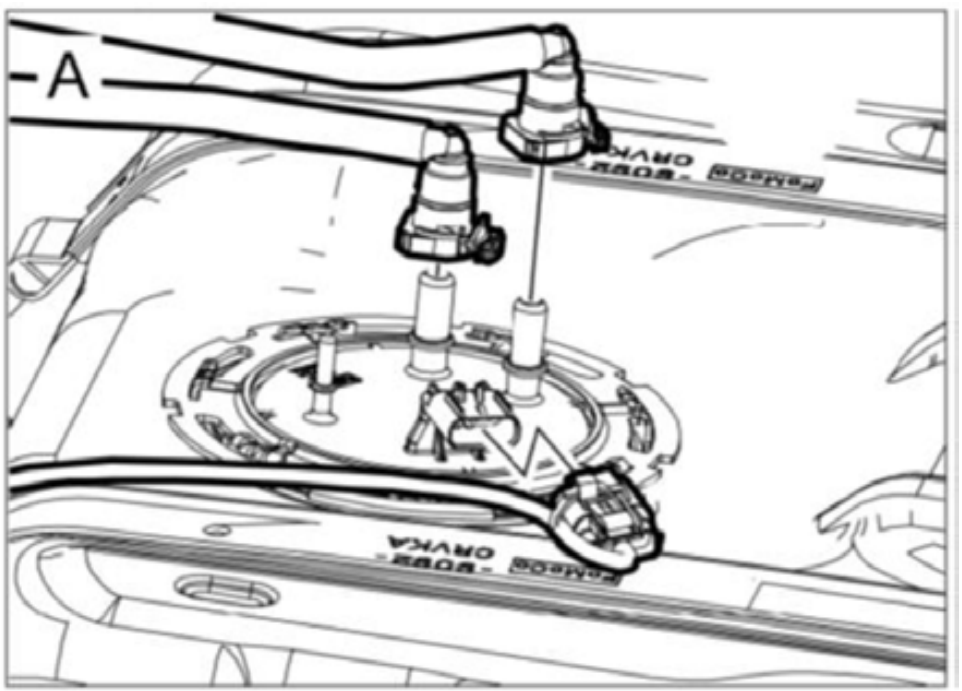
NOTE- [ ] DIMENSION ARE INCHES

AUXILIARY FUEL PORT CONNECTER KIT

To use the auxiliary fuel port on the F350-550 Chassis Cab aft-of-axle or mid-ship fuel tank, a service kit can be obtained from your local Ford dealership parts department.

Aux Fuel Port Service Kit Number: **9C2Z-9B210-A**

The kit includes a quick connector, a clamp and tag. Install this kit to allow installed equipment (such as a generator) to use fuel from the vehicle fuel tank.



All Super-Duty Chassis Cab fuel tanks (except the aft tank on dual-tank diesels) come equipped with an Auxiliary Fuel Port located in the fuel sender unit on the top of the fuel tank.

These Aux Fuel Ports can provide a fuel supply to upfitter-installed equipment such as generators. Aux Fuel Ports are not available on Super-Duty Pickups.

Chassis Cab Super-Duty F-Series mid-ship and aft-of-axle fuel tanks are equipped with an auxiliary fuel port in the fuel sender unit. The purpose is to provide a fuel supply for upfitter-installed accessories such as generators.

MODEL	Fuel Tank Capacity *	
	26.5 GALLON	40 GALLON
	REMAINING FUEL VOLUME (GALLONS) AT AUXILIARY FUEL TUBE SHUT-OFF	
F-Super-Duty (Gasoline)	3.4	5
F-Super-Duty (Diesel)	3.4	5

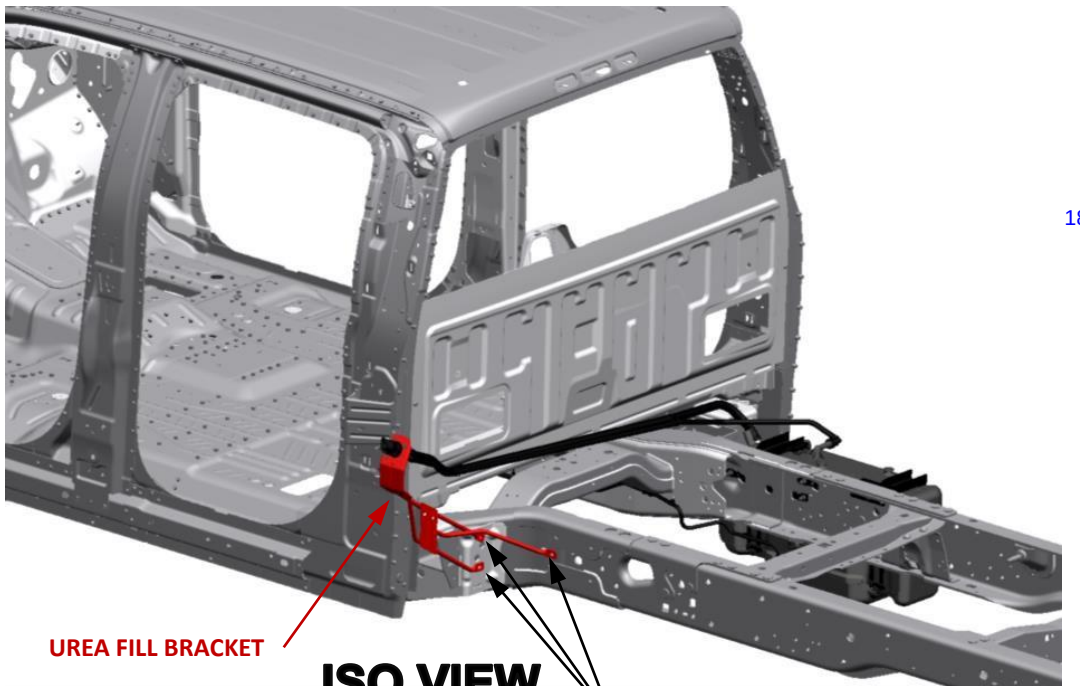
* Fuel volumes are estimated

Other parts that can be purchased separately:

VEHICLE	ENGINE	FUEL TANK	FUEL FILL KIT P/N
F-Super Duty			
Chassis Cab	Diesel	Midship	HC3Z-9B149-A
		Aft of axle	HC3Z-9B149-C
	Gas	Midship	HC3Z-9B149-B
		Aft of axle	HC3Z-9B149-D
Wide Frame Pickup	Diesel	Box delete	HC3Z-9B149-E
		Box removed	9C3Z-9B149-B
	Gas	Box delete	HC3Z-9B149-F
		Box removed	8C3Z-9B149-J

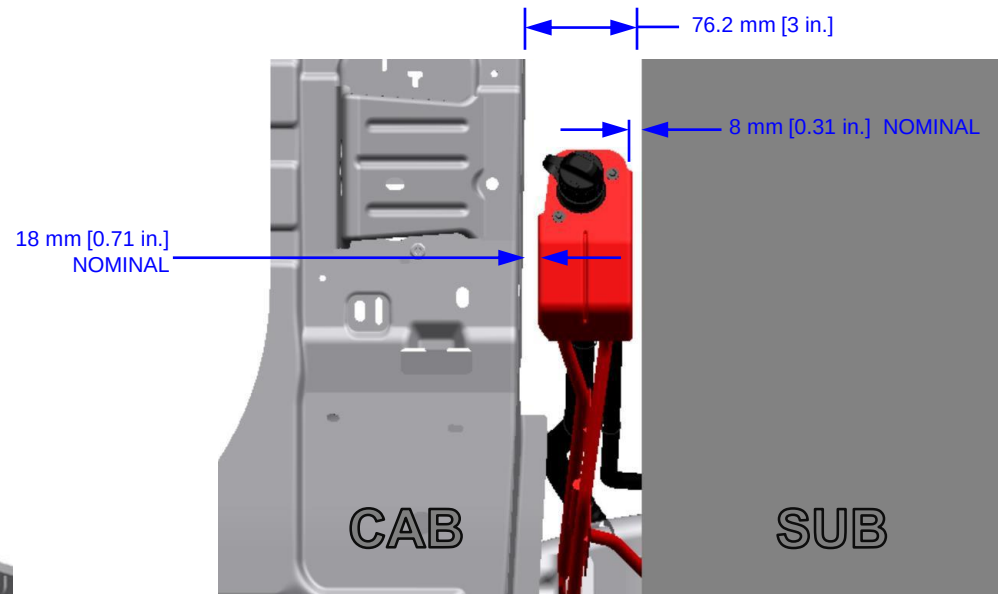
PART DESCRIPTION	SERVICE P/N
Support (unskirted body)	E0TZ-9040-A
Label – Unleaded Fuel	D702-9A095-A
Label – Diesel Fuel	E432-9A095-A

CHASSIS CAB UREA FILL PIPE & BRACKET (DIESEL ENGINE)

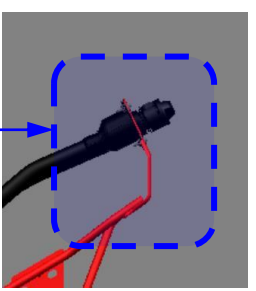


ISO VIEW

FASTENER TORQUE (3x)
27.5 +/- 4.2 Nm [20.3 +/- 3.1 lb.]



SIDE VIEW

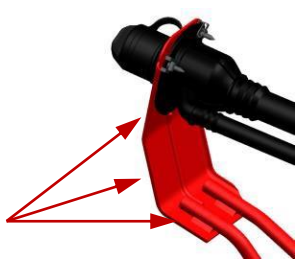


FRONT VIEW

CHASSIS CAB (NARROW FRAME)
- **60 & 84 CA WITH AFT-AXLE FUEL TANK**
- **ALL CA WITH MIDSHIP/DUAL FUEL TANK(S)**

Vehicles come with a complete Urea fill system from the factory.
- No re-mounting is required by the upfitter unless the provided system is incompatible with the SUB or a different Urea fill location is desired (see next page for alternative installation options).
- Additional support for hoses may be required to maintain continuous 2-degree downward slope.

NOTE: Due to variation in the Urea fill bracket location and position of the installed SUB, it is possible to have a small gap or physical contact between the Urea fill bracket and SUB.
- For close contact conditions, a rubber trim piece could be fit to the flange on the rear edge of the Urea fill bracket to prevent paint wear and minimize noise if contact is made during driving. An example of suitable trim: McMaster-Carr Part 8693K28. Adhesive may be required for adequate retention.
- For contact conditions, a UHMW Polyethylene film patch could be applied to the SUB to prevent paint wear due to relative movement.
- For contact conditions, the Urea fill bracket could be mechanically fastened to the SUB to prevent relative movement.

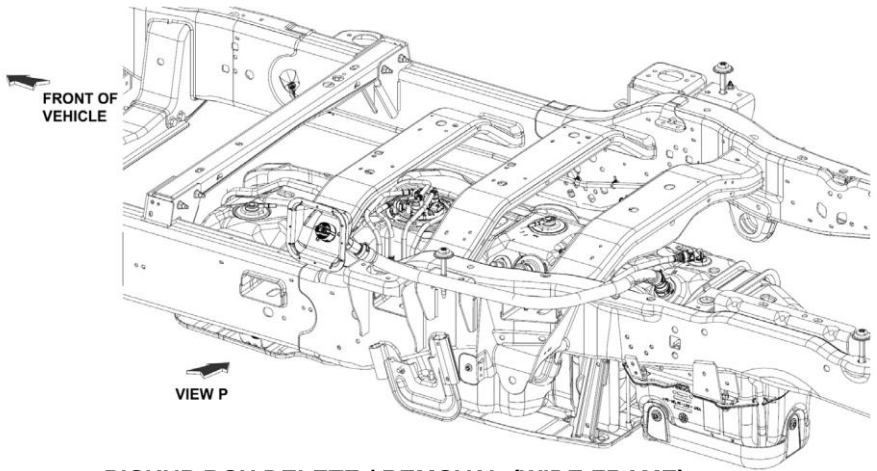


ISO VIEW

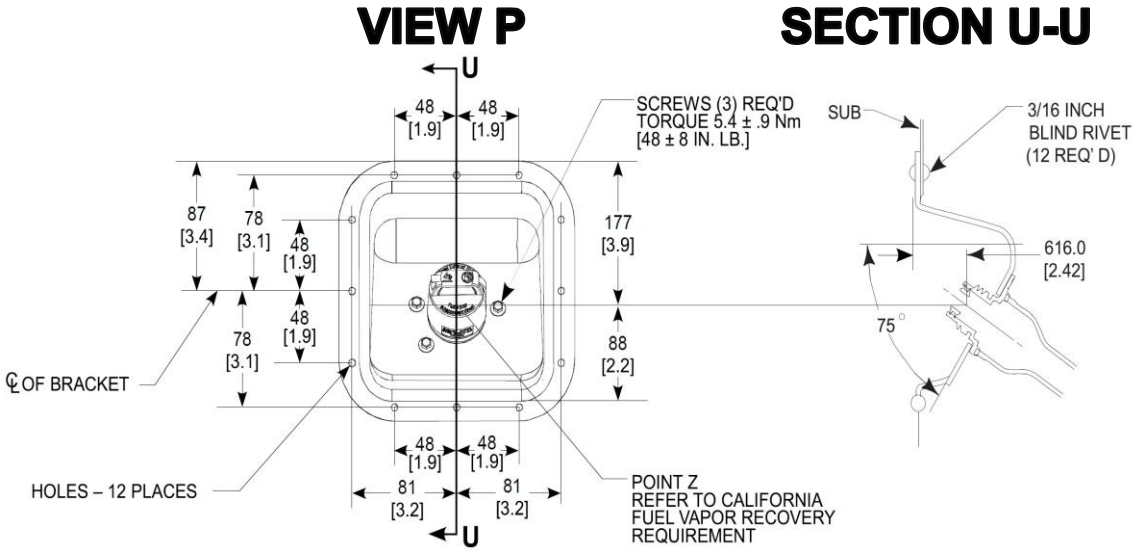
NOTE- [ ] DIMENSION ARE INCHES

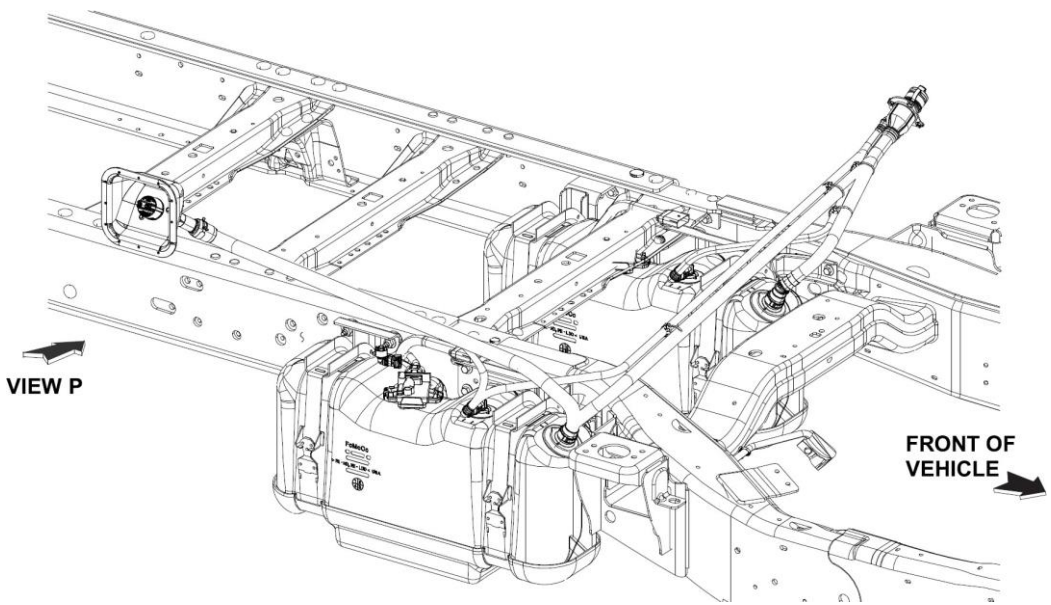
SUPER DUTY

PICKUP BOX DELETE/REMOVAL & CHASSIS CAB UREA FILLER PIPE INSTALLATION (DIESEL ENGINE)



PICKUP BOX DELETE / REMOVAL (WIDE FRAME)
TYPICAL INSTALLATION





CHASSIS CAB (NARROW FRAME)
TYPICAL INSTALLATION FOR 108 & 120 CA WITH AFT-AXLE FUEL TANK ALTERNATIVE INSTALLATION FOR 60 & 84 CA WITH AFT-AXLE FUEL TANK ALTERNATIVE INSTALLATION FOR ALL CA WITH MIDSHIP/DUAL FUEL TANK(S)

NOTES:
▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 +/-0.8 NM [43 +-7 IN. LB]

* NOT SUPPLIED BY FORD MOTOR COMPANY

▽ CRITICAL CONTROL ITEM

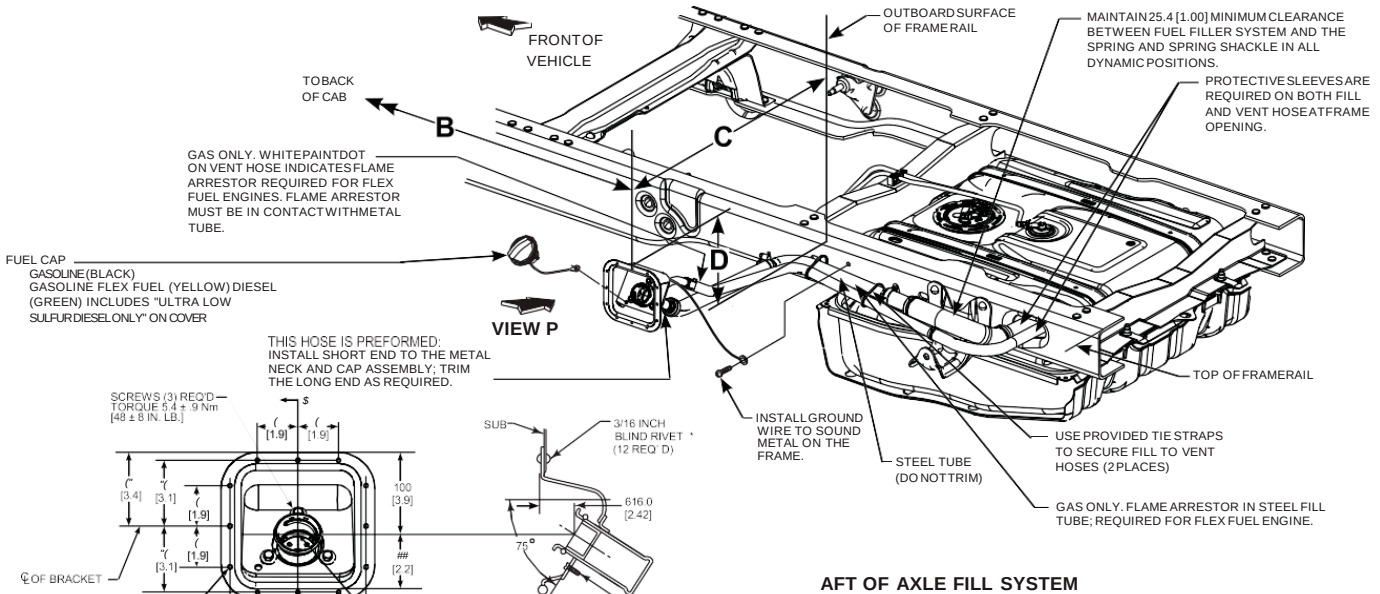
- The completed Urea fill system must provide a 2-degree (minimum) continuous downward slope to the Urea tank (must not contain any sumps).
- Hoses should be trimmed for proper length
- Zip-tie or similar fasteners must be used to retain hoses within desired routing path and prevent sagging (which could cause spray or spit-back during normal filling operations).
- Hoses must not be kinked (no air/liquid flow restrictions).

CHASSIS CABS WITHOUT UREA FILL BRACKET AND BOX
Remove and discard the Ford installed Urea system fill components (provided for shipping purposes only) except save and re-use the metal neck and cap assembly. Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit for installation in the SUB.

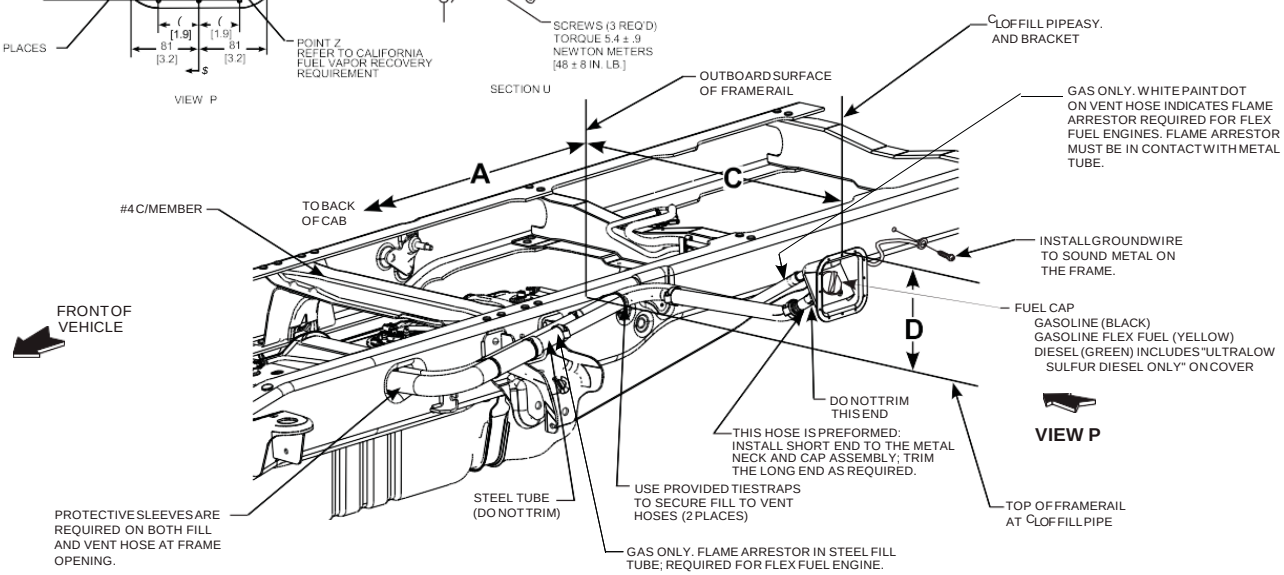
Alternate installation on Chassis Cabs with Urea Fill Bracket and Pickup Box Removals: use service kit PC3Z-5K289-A and follow the instructions above.

SUPER DUTY

CHASSIS CAB (NARROW FRAME) FUEL FILLER PIPE LOCATION


FRONT OF VEHICLE
TO BACK OF CAB
B
C
D
OUTBOARD SURFACE OF FRAME RAIL
MAINTAIN 25.4 [1.00] MINIMUM CLEARANCE BETWEEN FUEL FILLER SYSTEM AND THE SPRING AND SPRING SHACKLE IN ALL DYNAMIC POSITIONS.
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE AT FRAME OPENING.
GAS ONLY. WHITE PAINT DOT ON VENT HOSE INDICATES FLAME ARRESTOR REQUIRED FOR FLEX FUEL ENGINES. FLAME ARRESTOR MUST BE IN CONTACT WITH METAL TUBE.
FUEL CAP
GASOLINE (BLACK)
GASOLINE FLEX FUEL (YELLOW) DIESEL (GREEN) INCLUDES "ULTRA LOW SULFUR DIESEL ONLY" ON COVER
VIEW P
THIS HOSE IS PREFORMED: INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.
TOP OF FRAME RAIL
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME.
STEEL TUBE (DO NOT TRIM)
USE PROVIDED TIE STRAPS TO SECURE FILL TO VENT HOSES (2 PLACES)
GAS ONLY. FLAME ARRESTOR IN STEEL FILL TUBE; REQUIRED FOR FLEX FUEL ENGINE.
SCREWS (3) REQ'D TORQUE 5.4 ± .9 Nm [48 ± 8 IN. LB.]
SUB
3/16 INCH BLIND RIVET (12 REQ'D)
616.0 [24.2]
75°
℄ OF BRACKET
HOLES – 12 PLACES
POINT Z REFER TO CALIFORNIA FUEL VAPOR RECOVERY REQUIREMENT
SCREWS (3 REQ'D) TORQUE 5.4 ± .9 NEWTON METERS [48 ± 8 IN. LB.]
VIEW P
SECTION U

AFT OF AXLE FILL SYSTEM


℄ OF FILL PIPE ASSY. AND BRACKET
OUTBOARD SURFACE OF FRAME RAIL
GAS ONLY. WHITE PAINT DOT ON VENT HOSE INDICATES FLAME ARRESTOR REQUIRED FOR FLEX FUEL ENGINES. FLAME ARRESTOR MUST BE IN CONTACT WITH METAL TUBE.
A
C
#4 C/MEMBER
TO BACK OF CAB
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME.
FRONT OF VEHICLE
FUEL CAP
GASOLINE (BLACK)
GASOLINE FLEX FUEL (YELLOW)
DIESEL (GREEN) INCLUDES "ULTRA LOW SULFUR DIESEL ONLY" ON COVER
D
DO NOT TRIM THIS END
VIEW P
THIS HOSE IS PREFORMED: INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE AT FRAME OPENING.
STEEL TUBE (DO NOT TRIM)
USE PROVIDED TIE STRAPS TO SECURE FILL TO VENT HOSES (2 PLACES)
TOP OF FRAME RAIL AT ℄ OF FILL PIPE
GAS ONLY. FLAME ARRESTOR IN STEEL FILL TUBE; REQUIRED FOR FLEX FUEL ENGINE.

MIDSHIP FUEL FILL SYSTEM (OPTIONAL ON CHASSIS CAB)

		(CA) BACK OF CAB TO CENTERLINE OF REAR AXLE			
		60 inch CA	84 inch CA	108 inch CA	120 inch CA
		WHEELBASE			
Regular Cab Super Cab Crew Cab		3691mm [145.3] 4265mm [167.9] 4565mm [179.8]	4301mm [169.3] 4875mm [191.9] 5175mm [203.8]	4911mm [193.3]	5215mm [205.3]
▽A	MIN	864mm [34.0]	1473mm [68.0]	2083mm [82.0]	2388mm [94.0]
	MAX	1029mm [40.5]	1638mm [64.5]	2248mm [88.5]	2553mm [100.5]
▽B	MIN	1981mm [78.0]	2591mm [102.0]	3200mm [126.0]	3505mm [138.0]
	MAX	2159mm [85.0]	2769mm [109.0]	3378mm [133.0]	3683mm [145.0]
▽C	MIN	584mm [23.0]	584mm [23.0]	584mm [23.0]	584mm [23.0]
	MAX	787mm [31.0]	787mm [31.0]	787mm [31.0]	787mm [31.0]
▽D	MIN *	267mm [10.5]	267mm [10.5]	267mm [10.5]	267mm [10.5]
	MAX	343mm [13.5]	343mm [13.5]	343mm [13.5]	343mm [13.5]

* Preferred minimum for diesel applications is 292mm [11.5in]

REFERENCE ONLY - Please see the Incomplete Vehicle Manual

NOTES:

▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 +/-0.8 NM [43 +-7 IN. LB]

* NOT SUPPLIED BY FORD MOTOR COMPANY

▽ CRITICAL CONTROL ITEM

Remove and discard the Ford installed fuel system components (provided for shipping purposes only) except save and reuse the metal neck and cap assembly.

Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit.

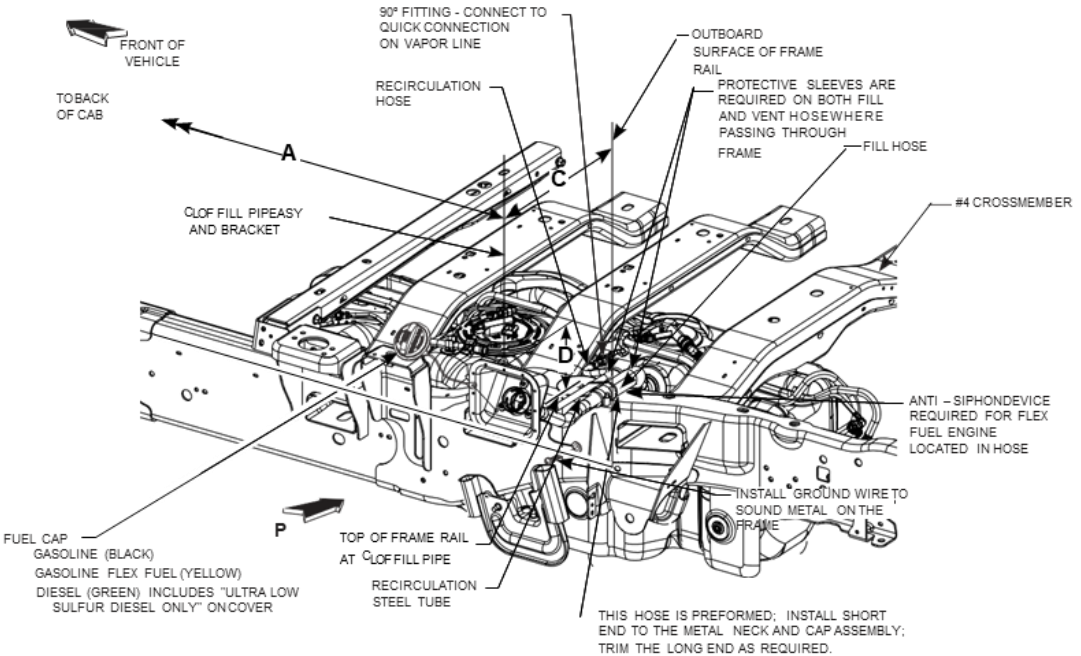
The completed fuel fill system must provide a 4-degree minimum continuous downward slope to the fuel tank. Additional support may be required to prevent hose sagging which could cause spray or spit-back during normal fueling operations.

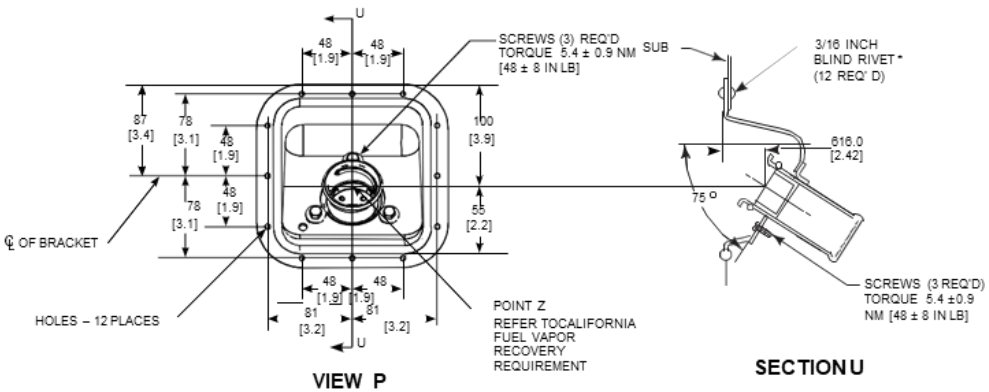
Do not extend the fuel fill system outboard of the second unit body.

The installation of Tube Extension F81A-9B149-HA will permit the location aft-of-axle fuel fill housing to be no further rearward than the centerline of the fill hose as it passes through the frame.

SUPER DUTY

PICKUP (WIDE FRAME) FUEL FILLER PIPE INSTALLATION


FRONT OF VEHICLE
TO BACK OF CAB
A
90° FITTING - CONNECT TO QUICK CONNECTION ON VAPOR LINE
RECIRCULATION HOSE
OUTBOARD SURFACE OF FRAME RAIL
PROTECTIVE SLEEVES ARE REQUIRED ON BOTH FILL AND VENT HOSE WHERE PASSING THROUGH FRAME
FILL HOSE
#4 CROSSMEMBER
℄ OF FILL PIPE EASY AND BRACKET
C
D
ANTI – SIPHON DEVICE REQUIRED FOR FLEX FUEL ENGINE LOCATED IN HOSE
INSTALL GROUND WIRE TO SOUND METAL ON THE FRAME
P
FUEL CAP
GASOLINE (BLACK)
GASOLINE FLEX FUEL (YELLOW)
DIESEL (GREEN) INCLUDES "ULTRA LOW SULFUR DIESEL ONLY" ON COVER
TOP OF FRAME RAIL AT ℄ OF FILL PIPE
RECIRCULATION STEEL TUBE
THIS HOSE IS PREFORMED; INSTALL SHORT END TO THE METAL NECK AND CAP ASSEMBLY; TRIM THE LONG END AS REQUIRED.



MODEL		WHEELBASE (56 Inch CA)
Regular Cab		3596 [141.6]
Super Cab		4170 [164.2]
Crew Cab		4470 [176.0]
FUEL FILLER CUP LOCATION		
▽ **A**	**MIN**	620 [24.4]
	MAX	932 [36.7]
▽ **C**	**MIN**	540 [21.3]
	MAX	743 [29.2]
▽ **D**	**MIN**	267 [10.5]
	MAX	343 [13.5]

CA = Dimension from back of cab to ℄ of rear axle

NOTE: FOR REFERENCE ONLY. PLEASE SEE THE INCOMPLETE VEHICLE MANUAL

NOTES:

▽ TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.8 +/-0.8 NM [43 +-7 IN. LB]

* NOT SUPPLIED BY FORD MOTOR COMPANY

▽ CRITICAL CONTROL ITEM

Remove and discard the Ford installed fuel system components (provided for shipping purposes only) except save and reuse the metal neck and cap assembly.

Use the new hoses, pipes, scuff guards, tie wraps, and clamps provided in the dunnage kit.

The completed fuel fill system must provide a 4-degree minimum continuous downward slope to the fuel tank. Additional support may be required to prevent hose sagging which could cause spray or spit-back during normal fueling operations.

Do not extend the fuel fill system outboard of the second unit body.
The Carbon Canister Fresh Air Tube should be secured in a clean location, There are no specific requirements for location or orientation.

Body Builders Layout Book

SUPER DUTY

CENTER OF GRAVITY REFERENCE INFORMATION

PASSENGER LOAD(1)	
GVWR	**P (kg [lb.])**
10,000 lb. and Below	181 [400]
Over 10,000 lb.	227 [500]

PASSENGER LOAD CG LOCATION		
CONFIGURATION	**CG_{vp} (2) (mm [in])**	**CG_{hp} (3) (mm [in])**
4X2 DRIVE	1024 [40.3]	1572 [61.9]
4X4 DRIVE	1113 [43.8]	1572 [61.9]

CHASSIS CAB VERTICAL CG LOCATION (CG_{vc}) (5) (mm [in])		
Configuration	**7.3L Gas**	**6.7L Diesel**
F-350 4x2	698 [27.5]	713 [28.1]
F-350 4x4	727 [28.6]	742 [29.2]
F-450	731 [28.8]	746 [29.4]
F-550	735 [28.9]	750 [29.5]
F-600	740 [29.1]	755 [29.7]

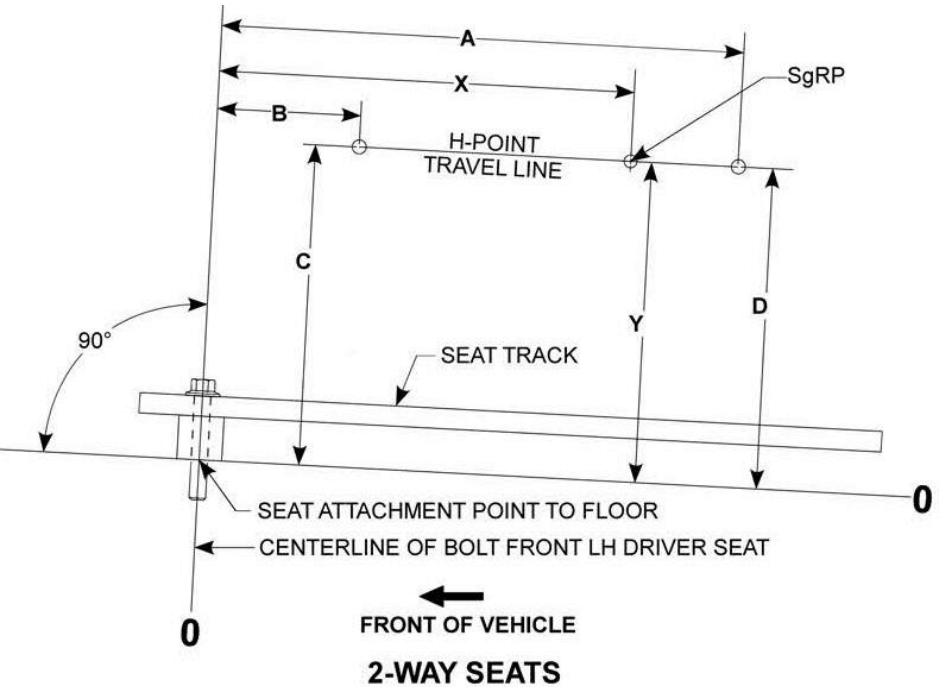
PAYLOAD CG LOCATION		
CONFIGURATION	**WHEELBASE (in)**	**CG_{hl} (4) (mm [in])**
REGULAR CAB	141.6	3480 [137]
REGULAR CAB	145.3	3531 [139]
REGULAR CAB	169.3	3835 [151]
REGULAR CAB	193.3	4140 [163]
REGULAR CAB	205.3	4293 [169]
SUPER CAB	164.2	4039 [159]
SUPER CAB	167.9	4089 [161]
SUPER CAB	191.9	4394 [173]
CREW CAB	176	4293 [169]
CREW CAB	179.8	4343 [171]
CREW CAB	203.8	4724 [186]

NOTES:

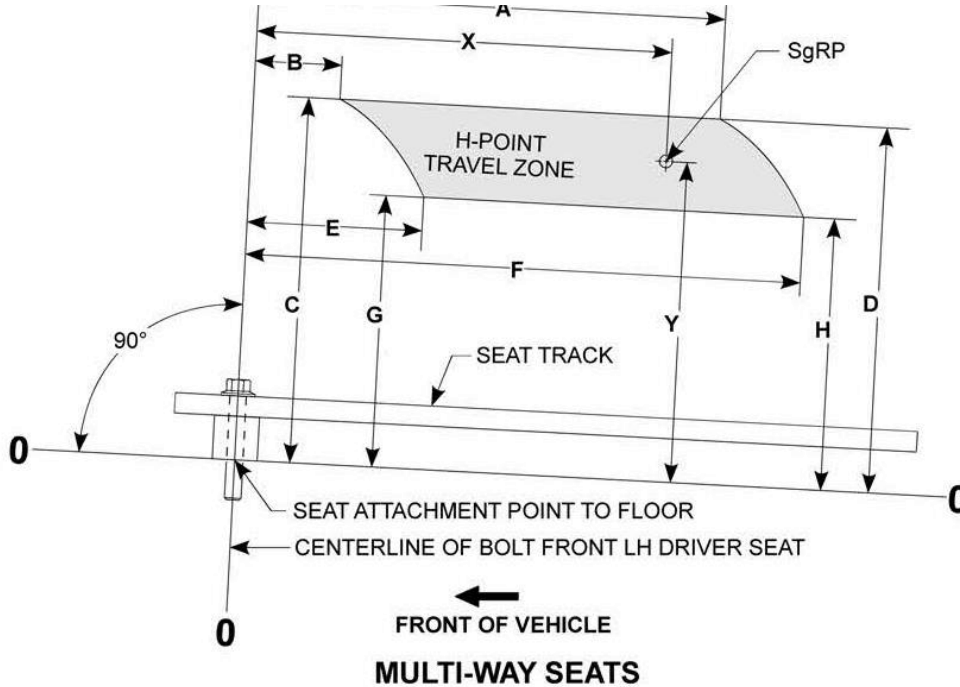
1. P – Passenger Load as defined in FMVSS 105
2. CGvp – Vertical CG location of Passenger Load as measured from the Ground
3. CGhp – Horizontal CG location of Passenger Load as measured from the Center of the Front Wheel
4. CGhl – Horizontal CG location estimate (midpoint of cargo area), as measured from the Center of the Front Wheel
5. Chassis Cab Vertical CG location Notes:
6. CGvc – Vertical CG location of Chassis as measured from the Ground
   a) Add 4mm [0.2 in] for chassis with Low Deflection Spacer Option
   b) Worst case (highest value) given for each grouping. If further refinement is necessary, use the following formula for Chassis Cabs in mm:
   c) CGvc = 517 + 0.324(F), +15 for 6.7L Diesel, +4 for Low Deflection Spacer, where F is the “Height at Front Axle” value in mm (provided elsewhere in this BBLB) for the specific chassis cab configuration you are interested in
   d) All values should be considered estimates, if calculated CG values for the completed vehicle are close to limits stated in the applicable IVM, Ford recommends verification of CG by physical measurement of a completed vehicle

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY
SEAT TRAVEL / H-POINT LOCATION



2-WAY SEATS



MULTI-WAY SEATS

SEAT TRAVEL DATA										
Seat Model	Seat Dimensions								SgRP Location	
	A	B	C	D	E	F	G	H	X	Y
2-Way Seat	393 [15.5]	138 [5.4]	318 [12.5]	307 [12.0]	—	—	—	—	317 [12.5]	311 [12.2]
8-Way Seat	354 [13.9]	98 [3.9]	350 [13.8]	339 [13.3]	158 [6.2]	413 [16.3]	287 [11.3]	276 [10.9]	317 [12.5]	311 [12.2]
10-Way Seat	354 [13.9]	98 [3.9]	350 [13.8]	339 [13.3]	158 [6.2]	413 [16.3]	287 [11.3]	276 [10.9]	317 [12.5]	311 [12.2]
Seat Track Angle To Top Of Frame = 2.5°										

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY
SECOND UNIT BODY (SUB) MOUNTING GUIDELINES

MOUNTING TECHNIQUES FOR CHASSIS CAB (NARROW FRAME)

TECHNIQUE #1 – Shear Plates w/Longitudinal Structure
DO NOT WELD SHEAR PLATES TO OEM FRAME

- **Front Shear Plate Attachment:** Use two bolts, nuts, and washers in the OEM frame, one bolts, nut and washer with a ¼-inch equivalent weld bead around three sides of the shear plate and the SUB structure, skip-welded at the shear plate corners. f front shear plate is not welded to the SUB structure two bolts should be used instead of one. **SEE FIGURE A**

- **Rear Shear Plate Attachment:** Use three bolts , nuts, and washers in the OEM frame, one bolt, nut and washer with a ¼-inch equivalent weld bead around three sides of the shear plate and the SUB structure, skip-welded at the shear plate corners. If rear shear plate is not welded to the SUB structure two bolts should be used instead of one. **SEE FIGURE A**

TECHNIQUE #2 – Shear Plates w/Cross-Frame
DO NOT WELD SHEAR PLATES TO OEM FRAME

- **Front Shear Plate Attachment:** Use two bolts, nuts, and washers in the OEM frame, two bolts, nuts and washers in the SUB structure. **SEE FIGURE B**
- **Rear Shear Plate Attachment: U**se three bolts, nuts, and washers in the OEM frame, two bolts, nuts, and washers in the SUB structure. **SEE FIGURE B**

NOTES for TECHNIQUE #1 & TECHNIQUE #2:

- A spacer between the OEM frame and SUB structure should be used and secured in such a manner as to maintain retention during installation and operational use. The spacer should have a slight taper which starts at the front of the SUB structure. **SEE FIGURE C**
- Front Shear Plates should be angled forward approximately 45 to 60 degrees from the horizontal. Front Shear Plates should be a sufficient distance from the front of the SUB to allow for frame flexing, i.e. Front Shear Plates should be placed behind the tapered section of the spacer.
- U-bolts must be installed every 2-3 feet between the front and rear shear plates.
- Vertical spacers must be used between the upper and lower frame flanges at each U-bolt to prevent collapse of the flanges. Do not notch the frame flanges to make U-bolt fit. **SEE FIGURE C**
- U-bolts or attaching hardware should not contact fuel, brake or electrical system components . A shear plate should be utilized if there is insufficient space for a U-bolt to be installed between the frame and fuel tank.
- All threaded fasteners (including U-Bolts) must be either 5/8" Diameter Grade 8, or M16 Property Class 10.9 for metric bolts and M16 Property Class 10 for metric nuts.
- Fastener Torques: 60-65 ft-lb for 5/8" fasteners, 200 +/- 30Nm for M16 fasteners.
- Direct the threaded end of the bolts away from any fuel, brake or electrical system components.
- U-Bolt torque should be checked every six months.

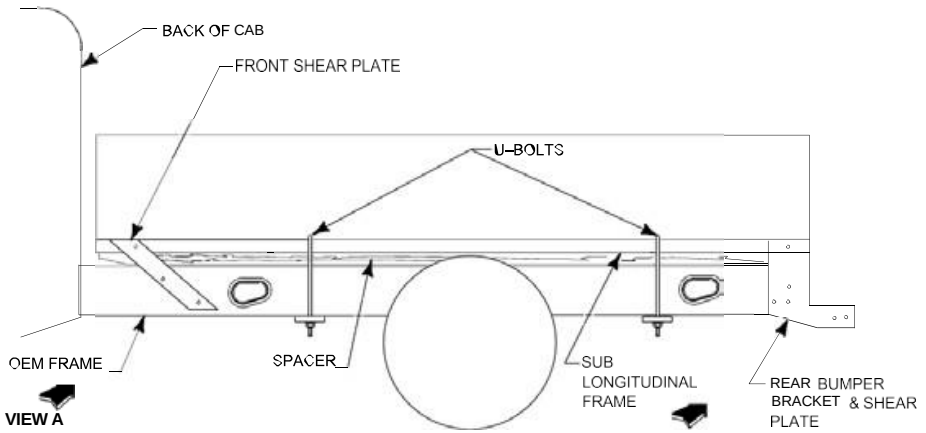
IMPORTANT

SUB's for those customers whose vocations are in aerial buckets, cranes, severe off-road mining operations, roll back wreckers and roll-off dump second unit bodies with large bending or torsional moments should only be incorporated on F450, F550, or F600 Chassis incomplete vehicles.

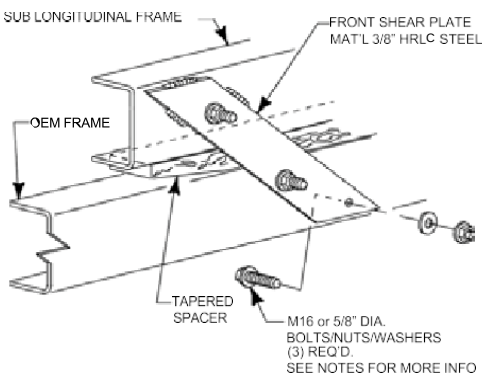
The final stage manufacturer has the responsibility to certify that the completed vehicle conforms to all applicable Federal Motor Vehicle Safety Standards. The Incomplete Vehicle Manual, not these recommendations/guidelines, is intended to provide representations concerning the extent that compliance is determined by the design of the incomplete vehicle and prescribe conditions upon which these representations may depend.

SUPER DUTY

SECOND UNIT BODY (SUB) MOUNTING GUIDELINES (CONT)



ATTACHMENT ARRANGEMENT WITH LONGITUDINAL SUB FRAME

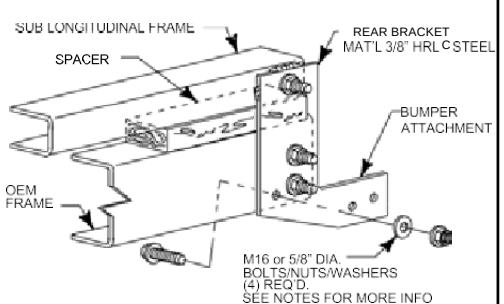

SUB LONGITUDINAL FRAME
FRONT SHEAR PLATE MAT'L 3/8" HRLC STEEL
OEM FRAME
TAPERED SPACER
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (3) REQ'D. SEE NOTES FOR MORE INFO

DRAWING DEPICTS SUB LONGITUDINAL FRAME WITH ONE BOLT AND 1/4" WELD BEAD AROUND THE PERIMETER OF THE SHEAR PLATE.

IF THE SHEAR PLATE IS NOT WELDED ON THE SUB LONGITUDINAL FRAME, TWO BOLTS WOULD BE NECESSARY TO ATTACH THE SHEAR PLATE TO THE LONGITUDINAL FRAME.

VIEW A

LEFT FRONT SHEAR PLATE (SUB LONGITUDINAL FRAME) RIGHT SHEAR PLATE IS A MIRROR IMAGE.


SUB LONGITUDINAL FRAME
SPACER
REAR BRACKET MAT'L 3/8" HRLC STEEL
BUMPER ATTACHMENT
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (4) REQ'D. SEE NOTES FOR MORE INFO

DRAWING DEPICTS SUB LONGITUDINAL FRAME WITH ONE BOLT AND 1/4" WELD BEAD AROUND THE PERIMETER OF THE SHEAR PLATE

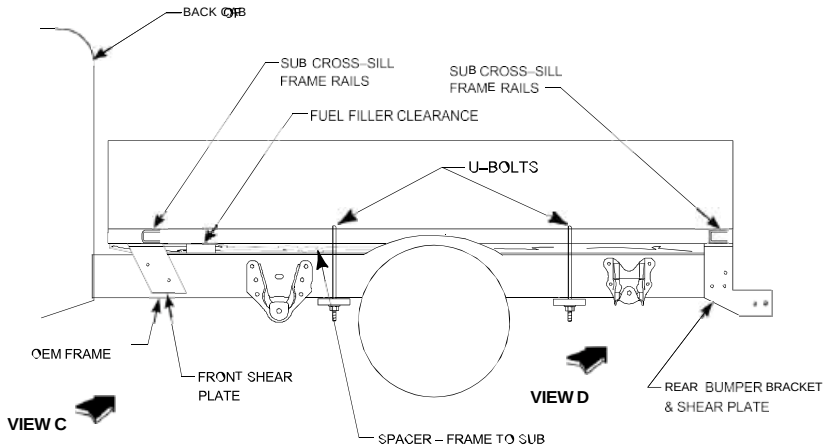
IF REAR BRACKET AND SUB FRAME ARE NOT WELDED, TWO BOLTS WILL BE NECESSARY TO ATTACH REAR BRACKET TO SUB FRAME. THREE BOLTS/NUTS/WASHERS ARE NEEDED TO ATTACH THE REAR BRACKET TO OEM FRAME.

VIEW B

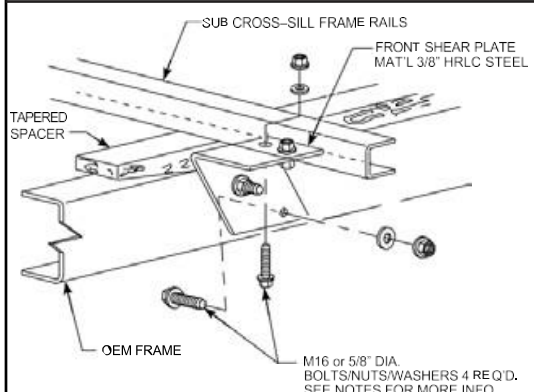
LEFT REAR BRACKET (SUB LONGITUDINAL FRAME) RIGHT REAR BRACKET IS A MIRROR IMAGE.

FIGURE A - TECHNIQUE #1

SHEAR PLATES W/LONGITUDINAL SUB STRUCTURE

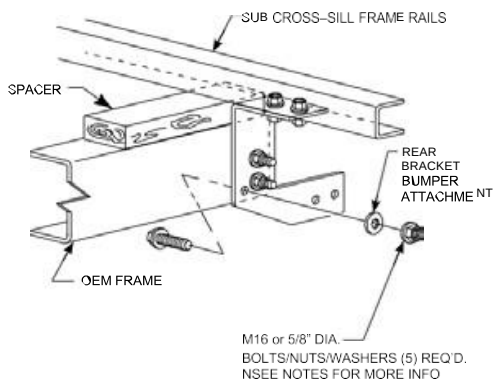


ATTACHMENT ARRANGEMENT WITH CROSS-SILL SUB FRAME RAILS


SUB CROSS-SILL FRAME RAILS
FRONT SHEAR PLATE MAT'L 3/8" HRLC STEEL
TAPERED SPACER
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS 4 REQ'D. SEE NOTES FOR MORE INFO

VIEW C

LEFT FRONT SHEAR PLATE (SUB CROSS-SILL FRAME) RIGHT SHEAR PLATE IS A MIRROR IMAGE


SUB CROSS-SILL FRAME RAILS
SPACER
REAR BRACKET BUMPER ATTACHMENT
OEM FRAME
M16 or 5/8" DIA. BOLTS/NUTS/WASHERS (5) REQ'D. NSEE NOTES FOR MORE INFO

VIEW D

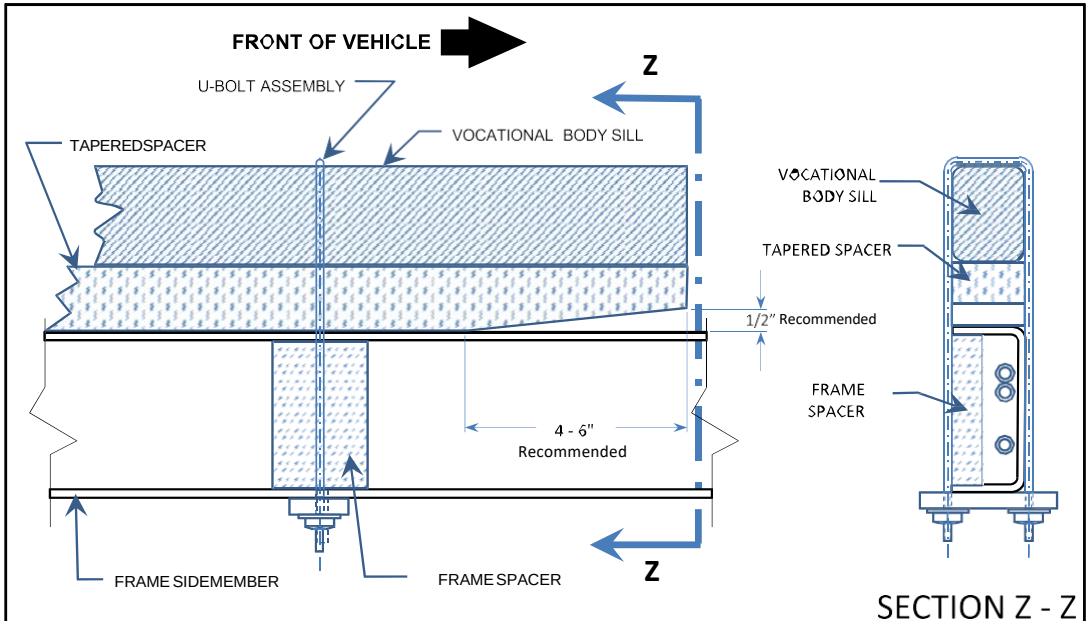
LEFT REAR BRACKET B(SU CROSS-SILL FRAME) RIGHT REAR BRACKET IS AMIRROR IMAGE.

FIGURE B - TECHNIQUE #2

SHEAR PLATES W/LATERAL SUB STRUCTURE

SUPER DUTY

SECOND UNIT BODY (SUB) MOUNTING GUIDELINES (CONT)



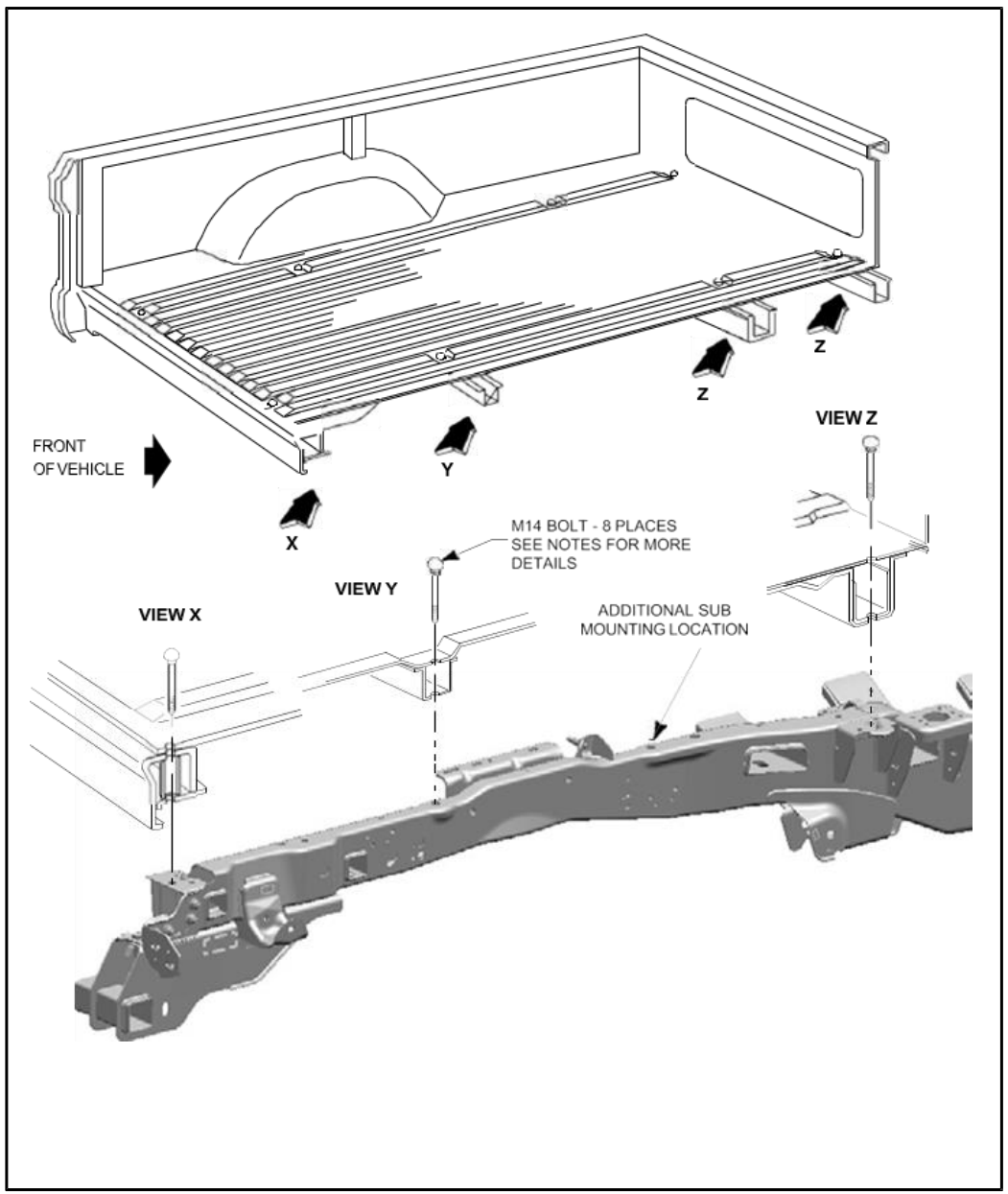
TYPICAL INSTALLATION
(VIEW SHOWING INBOARD SIDE RAIL)

Where wrap-around body attachments (such as U-Bolts) are used, the frame side members must have flange reinforcement spacers to avoid flange damage when full torque is applied to the attaching bolts. Spacers are recommended and must be cut out to clear brake-lines, fuel lines, wiring, etc. If metal spacers are used, no welding to the frame side members is permitted. Tapered spacers between the vocational-body sill and the frame side members flanges are recommended. Recommended taper is ½-inch at the frontend, diminishing to the contact 4 to 6 inches rearward. (See sketch for typical installations)

FIGURE C - CHASSIS CAB SUB-MOUNTING SPACER

SUPER DUTY

SECOND UNIT BODY (SUB) MOUNTING GUIDELINES (CONT)



FIGURED – TOP-BOLTING
SUB-Mounting for Pickup Box Removal

MOUNTING TECHNIQUES FOR PICK-UP BOX REMOVAL
(Wide Frame) w/56" CA.

TOP BOLTING: This technique uses the exiting pickup box mounting holes/nuts to attach a SUB weighing 1800 kg (3968 lb.) or less. M14 PC10.9 bolts must be used in conjunction with the installed nuts in all 8 mounting locations provided. Torque for M14 fasteners is 133 +/- 20 N-m. SEE FIGURE D

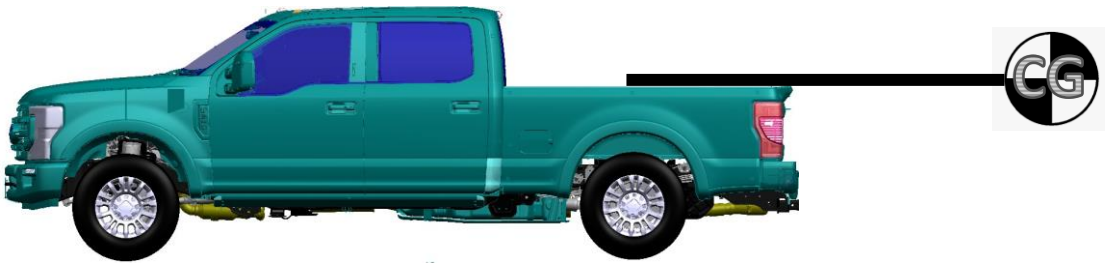
NOTE:
If desired, the M14 metric nuts that come on the frame may be removed and replaced with 5/8" or other SAE sized nuts. In this case, it is the responsibility of the Final Stage Manufacturer to assess the structural integrity of the system based on the type and size of fasteners chosen, and to develop an appropriate torque specification.

IMPORTANT
THE FINAL STAGE MANUFACTURER HAS THE RESPONSIBILITY TO CERTIFY THAT THE COMPLETED VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS). THE INCOMPLETE VEHICLE MANUAL, NOT THESE RECOMMENDATIONS/GUIDELINES, IS INTENDED TO PROVIDE REPRESENTATIONS CONCERNING THE EXTENT THAT COMPLIANCE IS DETERMINED BY THE DESIGN OF THE INCOMPLETE VEHICLE AND PRESCRIBE CONDITIONS UPON WHICH THESE REPRESENTATIONS MAY DEPEND.

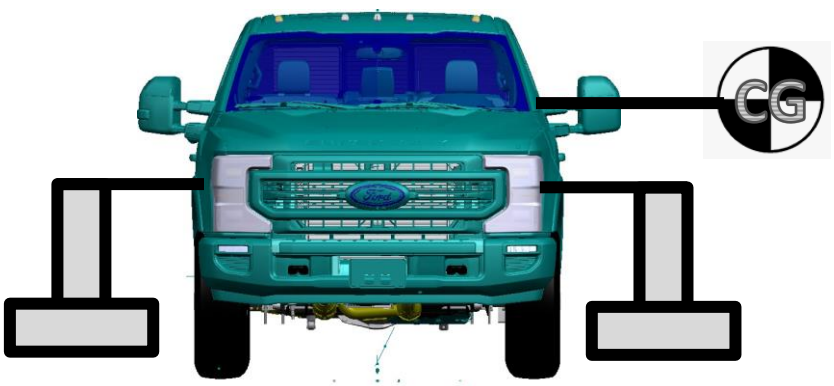
SUPER DUTY

SECOND UNIT BODY (SUB) MOUNTING GUIDELINES (CONT)

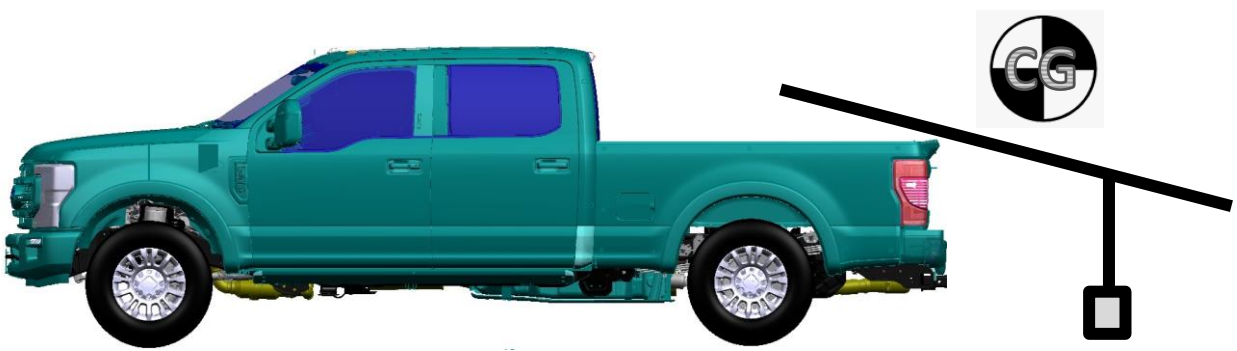
CANTILEVERED LOADS



Upfits with loads that are cantilevered outside of the footprint of the vehicle create torsional and bending moments on the frame. Special attention is need to engineer the upfit



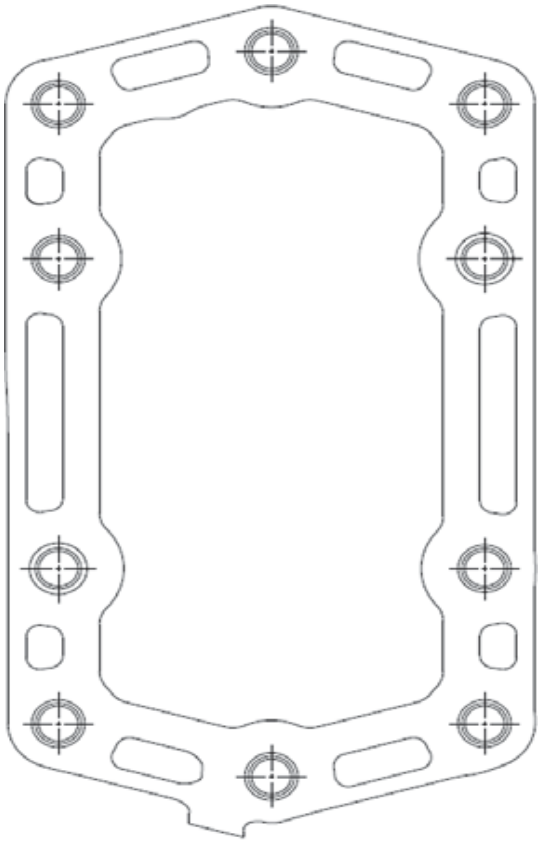
OUTRIGGERS



SUPPORT FOOT

Upfits that include user deployed support structures to react loads at the ground such as outriggers and support feet will create torsional and bending moments on the frame if the user deploys the support structures incorrectly. Special attention is needed to ensure proper use instructions are communicated to the user

PTO (POWER TAKE-OFF) PHYSICAL INFORMATION



TORQSHIFT 10R (10 SPEED) PTO PAD

NUMBER OF TEETH	46	
GEAR RATIO	0.885	
ANGLE AND HAND OF HELIX	RH Spur Gear	
RPM @1000 ENGINE RPM	1130	
TRANSMISSION RATIOS	1	4.615
	2	2.919
	3	2.132
	4	1.773
	5	1.519
	6	1.277
	7	1
	8	0.851
	9	0.687
	10	0.632
	R	-4.695
HYDRAULIC LINE PRESSURE (PTO-ENABLED IN PARK, NEUTRAL OR DRIVE)	200 PSI	
TRANSMISSION FLUID TYPE (1)	Mercon ULV ATF	
AFTERMARKET PTO MANUFACTURERS (2)	Munci Power Technical Service: (800) FOR-PTOS info@munciepower.com	
	Chelsea tech Technical Service: (662) 895-1052 chelseatech@parker.com	

SUMMARY MAX PTO LOADS		
ENGINE	MODE	MAX LOAD AT TRANSMISSION PTO GEAR
6.7L DIESEL	STATIONARY	300 ft-lbs
	MOBILE	150 ft-lbs (750-900 RPM)
		200 ft-lbs (>900 RPM)
	SPLIT-SHAFT	N / A
7.3L GAS	STATIONARY	250 ft-lbs
	MOBILE	125 ft-lbs

TRANSMISSION POWER TAKE-OFF (PTO) GEAR AND PORT

- Available on F-250/350/450/550/600 7.3L and 6.7L Only.
- Standard On Diesel Chassis Cab.
- The 10R140 PTO gear is directly linked to the torque converter impeller hub.
- NEVER use any sealer, especially silicone-based, on the PTO port gasket.
- TorqShift™ 10R140 (10-speed) Automatic Transmission: The PTO gear delivers up to 300 ft-lbs of torque (with the diesel) engine and 250 ft-lbs for the 7.3L gas engines to the aftermarket PTO.
- The powertrain cooling system can manage the heat of 40 HP (gas engine) and 60HP (diesel engine) during continuous operation. Higher horsepower can be delivered, but for shorter durations depending on the amount of power required. Upfitters should consult with the PTO manufacturers to get their continuous power ratings.
- Some aftermarket PTOs may not be capable of using the full available torque. Consult with the aftermarket PTO supplier to ensure the appropriate PTO selected for the application.

SUPER DUTY

BATTERY CHARGE PROTECT (BCP) & ADAPTIVE COOLING

BATTERY CHARGE PROTECT (BCP)

This is a PCM feature, available on all Super-Duty vehicles, that helps maintain battery state-of-charge. When 12V is applied to the BCP SW circuit, the engine speed goes immediately to 600 RPM. From this state, the PCM references battery voltage and will raise engine speed as needed to help maintain battery charge.

- BCP CANNOT BE ACTIVE WHEN SEIC OR PTO MODES ARE ACTIVE.
- Max engine speed in BCP mode is 1200 rpm.
- Loss of an operating condition after BCP is engaged will require the BCP switch to be cycled before BCP will re-engage.
- A Resistor must be installed between DIESEL PTO REF (GAS PTO VREF for 7.3L) and PTO RPM for both Diesel and Gasoline engines.
- Auto Entry (6.7L Diesel only): The BCP and Mobile operation modes allow PTO to engage automatically once the engine started provided the input switch is left in the “on” position prior to starting the engine. However, loss of an operating condition after PTO is initially engaged will require the switch to be cycled before PTO will re-engage.
- Refer to sample wiring diagrams elsewhere in this BBLB.

BATTERY CHARGE PROTECT TYPICAL ENGAGEMENT PROCEDURE

1. 12V applied to BCP SW circuit.
2. PCM looks for the following enabling conditions:
   - Parking brake applied.
   - Foot off of service brake.
   - Foot off of accelerator pedal.
   - Vehicle in PARK (or NEUTRAL).
   - Vehicle speed is 0 mph (stationary).
   - Engine at a stable base idle speed.
   - 6.7L only: Engine Coolant Temperature (ECT) 20° F minimum.
   - 6.8L & 7.3L only: Engine Coolant Temperature (ECT) 20° F minimum.
3. PCM looks for a valid voltage between 0.2 to 4.7 Volts on the PTO RPM circuit.
4. Vehicle idle fluctuates slightly as PCM enters BCP mode.
5. The BCPIL circuit changes from open-circuit to ground. This is intended to provide a ground path for a BCP indicator lamp.

NOTE: BCP is a smart system. Engine idle will not increase unless the vehicle senses an increase in electrical demand. Under periods of low electrical demand, the operator may not notice any change in engine RPM. It is recommended that the modifier install an indicator lamp to alert the operator that BCP is properly engaged.

ADAPTIVE COOLING

This PCM strategy automatically restricts engine power when it senses an over-temperature condition and may interrupt the SEIC-PTO operation.
Typically, the over-temperature condition it reacts to will also show up on the temperature gage on the instrument panel.

Elevated engine speed, Typical of SEIC operation, may help Adaptive cooling occurrence due to the resultant additional engine and transmission coolant flow.

However, depending on the auxiliary PTO power being demanded, 900 rpm may not be enough to prevent the power train from entering Adaptive Cooling mode, but 1500 rpm may.

For further schematic information please refer to www.motorcraftservice.com

SUPER DUTY
SEIC AND MOBILE MODE FUNCTION

SEIC – STATIONARY ELEVATED IDLE CONTROL

SEIC is a powertrain control module (PCM) strategy that provides elevated engine speed to drive auxiliary commercial equipment such as hydraulic pumps, generators or air compressors. SEIC can also be used to maintain vehicle battery charge under extreme electrical demands, Although the battery charge protect (BCP) feature is a more effective means for doing that SEIC is standard in all PCMs for Super Duty trucks. Operates with transmission in "Park" at elevated engine speed. Intended to be commanded ONLY by applying battery voltage to certain customer access blunt -cut wire circuits, and adding a target -speed resistor, and is only available when the vehicle road speed CAN signal is zero.

- Includes a PTO RELAY circuit which changes from open -circuit to ground when enables are met that may be used to activate an indicator lamp and/ or relay that can be used to provide power to an aftermarket PTO clutch or solenoid.
- Engine speed ramp-rates are configurable, by means of an FDRS tool, for all powertrains. Default ramp -rate for all powertrains is 200 RPM/ second.
  - Configurable ramp rates are as follows:
    - Diesel:100 – 800 RPM/ sec (in 100 RPM/ sec increments).
    - Gas: 100 – 1000 RPM/ sec (in 100 RPM/ sec increments).
- See wiring diagram elsewhere in this BBLB document.

SEIC TYPICAL ENGAGEMENT SEQUENCE

1. 12V is applied to PTO 1 circuit.
2. PCM looks for the following enabling conditions:
   - Parking brake applied.
   - Foot off of service brake.
   - Vehicle in PARK.
   - Foot off of accelerator pedal.
   - Vehicle speed is 0 mph (stationary).
   - Engine at a stable base idle speed.
   - Transmission Oil Temp above 20° F.
   - 6.7L only - Engine Coolant Temperature (ECT) 20° F minimum.
   - 6.8L and 7.3L - Engine Coolant Temperature (ECT) 20° F minimum.
3. Command is sent to boost the transmission hydraulic line pressure to minimum of 200 psi, which is used by the aftermarket PTO supplier to hold their PTO Clutch. Command is sent to increase engine speed to 900 rpm.
4. The PTO RLY circuit changes from open -circuit to ground. If the upfitter uses the circuit wiring offered in this document, then this will provide battery voltage to the aftermarket PTO solenoid to engage the PTO.
5. Engine RPM ramps to the target speed as det ermined by the resistor selection.
6. See complete list of PTO Enable / Disable conditions elsewhere in this BBLB.

MOBILE MODE (7.3L AND 6.7L)

Operates in all gears and all vehicle speeds. The engine idle speed is elevated to 750 RPM when Mobile Mode is initiated. Engine RPM is controlled by the driver through the throttle pedal, but peak engine speed is not limited beyond normal operating ranges.

NOTE : Requires a 641-ohm Resistor to be installed by upfitter to achieve full engine speed range Engine Speed Limiting (ESL) feature will be available on all 3 powertrains: ESL feature controls the engine speed in Mobile Mode below a selectable maximum threshold. Maximum RPM is determined by the resistor installed between the PTO_REF and PTO RPM circuits. Limiting the maximum engine speed in mobile PTO below 1500 RPM is not recommended. Possible issues include difficulty climbing grades, engine lugging, inconsistent transmission shifting, and poor transmission shift quality. See subsequent page for RPM / resistor values.

- Transmission behavior changes in Mobile Mode due to upshifting performance; e. g. it is possible for a customer to reach max. RPM in a lower or higher gear, and the vehicle is unable to accelerate – or upshift or downshift – to the next gear.
- If this action is not desired, the operator can:
  - Ease up on the accelerator pedal and receive an upshift, or…
  - Put the transmission in manual mode and select the gears manually.
- Selected target RPM has a margin of +/ - 15% based on transient conditions (for example, descending a grade).
- Mobile PTO may overshoot selected RPM by 100 - 200 RPM for drivability.
  - An additional aftermarket PTO rev limiter may be required to prevent over-speed damage to attached pumps and equipment.

MOBILE MODE (6.8L) – NON PTO

Operates in all gears and all vehicle speeds. The engine idle speed is elevated to 750 RPM when Mobile Mode is initiated. Engine RPM is controlled by the driver through the throttle pedal, but peak engine speed is not limited beyond normal operating ranges.

NOTE: Requires a 641ohm Resistor to be installed by upfitter to achieve full engine speed range ESL feature controls the engine speed in Mobile Mode below a selectable maximum threshold. Maximum RPM is determined by the resistor installed between the PTO_REF and PTO RPM circuits. Limiting the maximum engine speed with the Engine Speed Limiting (ESL) Feature in mobile PTO below 2400 RPM is ***not recommended****. Possible issues include difficulty climbing grades, engine lugging, inconsistent transmission shifting, and poor transmission shift quality. See subsequent page for RPM / resistor values.

- Transmission behavior changes in Mobile Mode due to upshifting performance; e. g. it is possible for a customer to reach max. RPM in a lower gear, and the transmission is unable to accelerate – or upshift or downshift – to the next gear.
- If this action is not desired, the operator can:
  - Ease up on the accelerator pedal and receive an upshift, or…
  - Put the transmission in manual mode and select the gears manually.
- Selected target RPM has a margin of +/ - 15% based on transient conditions (for example, descending a grade).
- Mobile PTO may overshoot selected the RPM by 100 -200 RPM for drivability.
  - An additional aftermarket PTO rev limiter may be required to prevent over-speed damage to attached pumps and equipment.
- NOTE : If the PTO feature is used for extended periods of time Without vehicle movement it is recommended to switch to Stationary Mode. In Mobile Mode, there is no engine speed limiter unless the Engine Speed Limiter
- NOTE : (ESL) feature is enabled via the resistor chart (provided on a subsequent Page in this BBLB)

MOBILE MODE TYPICAL ENGAGEMENT SEQUENCE

1. 12V applied to PTO 2 circuit.
2. PCM looks for the following enabling conditions:
3. Transmission Oil Temp above 20° F.
   - 6. 7L: Engine Coolant Temp (ECT) 20° F minimum.
   - 7.3L: Engine Coolant Temperature (ECT) 20° F minimum.
4. (See subsequent pages for complete list of Enable / Disable conditions.)
5. Command is sent to boost transmission hydraulic -line pressure to a minimum of 200 psi, which is used by the aftermarket PTO supplier to hold their PTO clutch.
6. The PTO RLY circuit changes from open-circuit to ground. If the upfitter uses the circuit wiring offered in this document, this will provide battery voltage to the aftermarket PTO solenoid to engage the PTO.
7. Engine idle increases to 750 RPM.

SUPER DUTY

CONFIGURABLE SEIC ENGINE SPEEDS (GAS) WITH SCHEMATICS

SAMPLE PROCEDURE: THREE-SPEED SEIC (1300, 1800 AND 2400 RPM) WITH 2 SWITCHES

SCENARIO 1 (2400 RPM): Choose a resistor for the highest of the three desired speeds, 2400 RPM in this example, which requires a 641-Ohm resistor (per the resistor tables). This will be referred to as R3. When Switch 2 is closed, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms.
R3 = 641 Ohms.

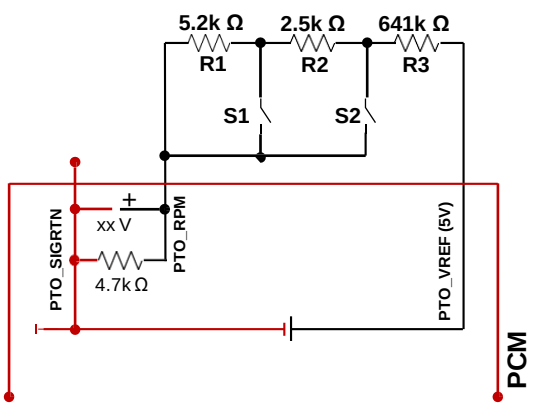
With switch 1 closed or open and switch 2 closed, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms, resulting in 4.4 Volts between PTO_RPM and PTO_SIGRTN, resulting in 2400 RPM's.

SCENARIO 2 (1800 RPM): Choose a resistor for the middle speed, 1800 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 3133 Ohms. When Switch 1 is closed, the total resistance between PTO_VREF and PTO_RPM needs to be 3133 Ohms (per the resistor tables), which is the sum of R3 and R2. Switch 2 must be open in this scenario.
Since R3 + R2 = 3133 Ohms, R2 = 3133 Ohms – R3
R2 = 3133 Ohms - 641 Ohms
R2 =2492 Ohms

With switch 1 closed and switch 2 open, the total resistance between PTO_VREF and PTO_RPM is R3+R2 = 3133 Ohms, resulting in 3.0 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1800 RPM's (1805 RPMs to be exact).

SCENARIO 3 (1300 RPM): Choose a resistor for the lowest of the three speeds, 1300 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 8356 Ohms (per the resistor tables). When switch 1 and switch 2 are both open, the total resistance between PTO_VREF and PTO_RPM needs to be 8356 Ohms, which is the sum of R1, R2 and R3.
Since R1 + R2 + R3 = 8356 Ohms,
R1 = 8356 Ohms – R2 – R3
R1 = 8356 Ohms - 2942 Ohms - 641 Ohms
R1 = 5223 Ohms

With switch 1 and switch 2 both open, the total resistance between PTO_VREF and PTO_RPM is R1+R2+R3 = 8356 Ohms, resulting in 1.8 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1300 RPMs (1295 RPM to be exact).



SAMPLE PROCEDURE: THREE-SPEED SEIC (1300, 1800 AND 2400 RPM) WITH 3-POSITION SWITCH

SCENARIO 1 (2400 RPM): Choose a resistor for the highest of the three desired speeds, 2400 RPM in this example, which requires a 641-Ohm resistor (per the resistor tables). This will be referred to as R3. When the switch is in Position 3, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms.
R3 = 641 Ohms.

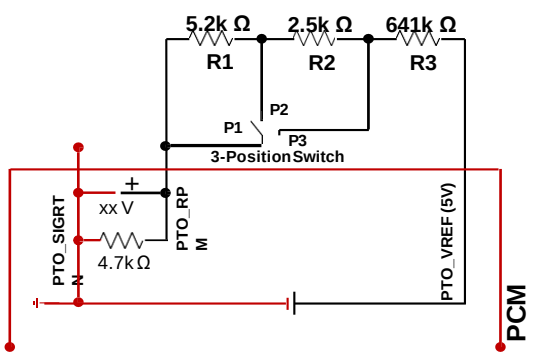
When the switch is in Position3, the total resistance between PTO_VREF and PTO_RPM is R3 = 641 Ohms, resulting in 4.4 Volts between PTO_RPM and PTO_SIGRTN, resulting in 2400 RPM.
Note that in Position 3, the measured resistance across R1 and R2 is zero Ohms, thus the total resistance between PTO_VREF and PTO_RPM is R3.

SCENARIO 2 (1800 RPM): Choose a resistor for the middle speed, 1800 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 3133 Ohms (per the resistor tables). So when the switch is in Position 2, the total resistance between PTO_VREF and PTO_RPM needs to be 3133 Ohms, which is the sum of R2 and R3.
Since R2 + R3 = 3133 Ohms,
R2 = 3133 Ohms – R3
R2 = 3133 Ohms - 641 Ohms
R2 = 2492 Ohms

When the switch is in Position 2, the total resistance between PTO_VREF and PTO_RPM is R3 + R2 = 3133 Ohms, resulting in 3.0 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1805 RPM (~1800).
Note that in Position 2, the measured resistance across R1 is zero Ohms, thus the total resistance between PTO_VREF and PTO_RPM is the sum of R2 and R3.

SCENARIO 3 (1300 RPM): Choose a resistor for the lowest of the three speeds, 1300 RPM in this case, which requires a total resistance between PTO_VREF and PTO_RPM of 8356 Ohms (per the resistor tables). So, when the switch is in Position 1, the total resistance between PTO_VREF and PTO_RPM needs to be 8356 Ohms, which is the sum of R1, R2 and R3.
Since R1 + R2 + R3 = 8356 Ohms,
R1 = 8356 Ohms – R2 – R3
R1 = 8356 Ohms - 2942 Ohms - 641 Ohms
R1 = 5223 Ohms

When the switch is in Position 2, the total resistance between PTO_VREF and PTO_RPM is R3 + R2 = 3133 Ohms, resulting in 3.0 Volts between PTO_RPM and PTO_SIGRTN, resulting in 1805 RPM (~1800).
Note that in Position 2, the measured resistance across R1 is zero Ohms, thus the total resistance between PTO_VREF and PTO_RPM is the sum of R2 and R3.



SUPER DUTY

SEIC / PTO INTERFACE - SPLIT SHAFT MODE (6.7L DIESEL ENGINE ONLY)

SPLIT-SHAFT MODE (DIESEL ONLY)
Split-shaft mode engages the transmission output shaft.
Split-Shaft Mode can be enabled by wiring in a resistive-circuit as shown in the SEIC Interface Schematics (see following pages). A resistor with the recommended value must be selected and wired into the circuit to achieve Target Engine RPM - refer to the Gas and Diesel Resistor Chart for resistor values. Split-Shaft mode requires nominal (12V dc) voltage to be applied to both PTO 1 and PTO 2 circuits.

SPLIT SHAFT ENGAGEMENT PROCEDURE
Ensure the following engine is running and the engine coolant temp is above 20° F. Apply park brake.
Disconnect vehicle drivetrain (transmission in NEUTRAL, 4x4 DISENGAGED) and engage PTO load.

With foot off both the service brake and accelerator pedals, turn Split-Shaft PTO on. Depress the service brake, and while pressing the service brake, shift transmission into DRIVE and continue pressing the service brake for a minimum of 3 seconds to allow the system to shift the transmission into 7th gear, lock the torque converter, increase line pressure and elevate engine speed to a “stand -by” PTO speed (approximately 650 RPM).

Release the service brake and engine speed will ramp up to the target engine speed in a controlled manner.*

See elsewhere in this BBLB for a complete list of PTO Enable / Disable conditions.

** If vehicle unexpectedly lurches or moves upon releasing service brake, immediately depress brake pedal and shift transmission into PARK or NEUTRAL to secure vehicle. Contact Upfitter immediately.*

SUPER DUTY

SEIC / PTO ENABLE/DISABLE CONDITIONS & INTERFACE CONNECTORS

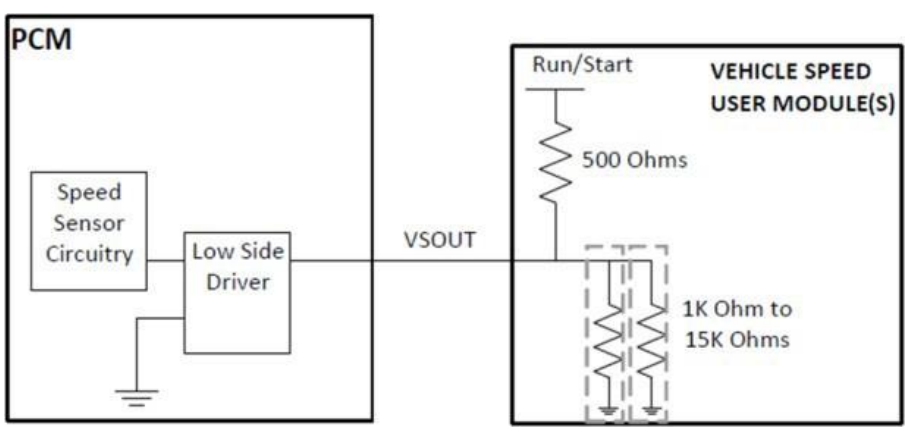
SEIC / PTO ENABLE DISABLE CONDITIONS

VEHICLE CONDITIONS TO ENABLE SEIC (ALL ARE REQUIRED)	VEHICLE CONDITIONS THAT DISABLE SEIC (ANY ONE REQUIRED) [1]	SEIC	SPLIT-SHAFT (DIESEL ONLY) [3]	MOBIL MODE
Parking brake applied	Parking brake disengaged	Yes	Yes	No
Foot off service brake	Service brake depressed	Yes	Yes [2]	No
Vehicle in PARK	Vehicle taken out of PARK	Yes	Yes [2]	No
Foot off accelerator pedal	Accelerator pedal depressed	Yes	Yes	No
Vehicle speed is 0 MPH (stationary)	Vehicle speed is not 0 MPH	Yes	Yes	No
Engine at a stable base idle speed	- -	Yes	Yes	No
Transmission oil temp. above 20° F	Transmission oil temperature exceeds 240° F (Diesel) or 250° F (Gas)	Yes	Yes	Yes
Engine coolant temp. at least 20° F (6.7L Diesel)	Engine coolant temperature exceeds 230°F	Yes	Yes	Yes
Engine coolant temp. at least 20° F (7.3L Gas)	Engine coolant temperature exceeds 230°F	Yes	N / A	Yes
- -	Catalyst temperature limit	Yes	Yes	Yes

NOTE 1: A “change-of-state” at the “PTO REQ1” input (for Stationary Elevated Idle Control non-Split-Shaft), or for both “PTO REQ1 and PTO REQ2” inputs (for Stationary Elevated Idle Control Split - Shaft) is required to re-invoke Stationary Elevated Idle Control. When a disable is seen by the PCM, the Stationary Elevated Idle Control function is de-activated, the “PTO RELAY” output circuit changes from a “ground-source” to “open-circuit” and engine speed returns to base idle. To reactivate Stationary Elevated Idle Control, the operator must open the PTO Switch to the “PTO REQ1” and “PTO REQ2” inputs, then close the PTO Switch again to the “PTO REQ1” or “PTO REQ1 and PTO REQ2” inputs.

NOTE 2: See Split-Shaft Mode description elsewhere in this BBLB.

NOTE 3: Brake pedal must remain depressed for a minimum of 3 seconds after moving gear shifter into DRIVE position in order to enable Split-Shaft Mode.

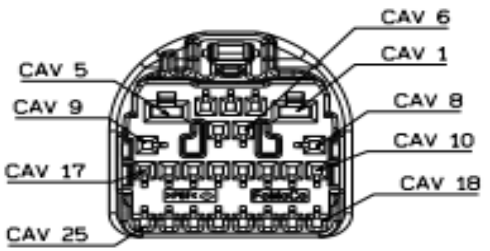


ILLUSTRATIONFOR PIN 12
(SEE FOLLOWINGPAGE)

SEIC/PTO CONNECTOR WITH CUSTOMER ACCESS CIRCUITS

All Super duty trucks include a blunt cut pigtail harness with female SEIC interface connector located under the side kick-panel in the passenger footwell. This pigtail is included on all F-Series Super Duty vehicles.

REAR VIEW
C13



MATING FACE VIEW
C13

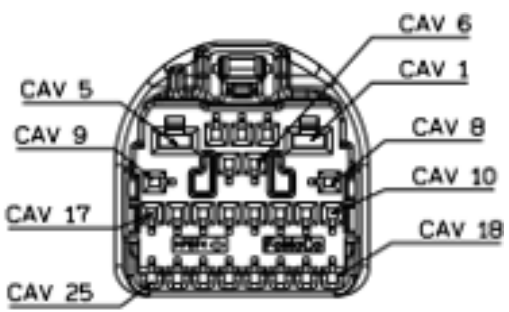
CAVITY INDENTIFICATION

PIN		GAS	DIESEL	DESCRIPTION
1				
2				
3	LE434		WH-BN	PTO VREF
4	RE327	GY-VT	GY-VT	PTO RETURN
5	VE925	GN-WH	GN-WH	PTO RPM
6	CE326	BU-WH	BU-WH	PTOIL
7	CE912	YE-GN	YE-GN	PTO1 REQUEST
8	CE933	BU-OG	BU-OG	PTO2 REQUEST
9	VMC02	BU-GN	BU-GN	CTO (Deviated color for Poke Yoke)
10	VMC05	VT-OG	VT-OG	VS OUT
11	CE140	BN	BN	BCP LAMP
12	CE926	VT-BN	VT-BN	BCP SW
13	CET22	GY-BN	GY-BN	TRO-P
14	CET21	GN-WH	GN-WH	TRO-N
16	CCB06		VT-WH	AFTERMARKET BOO/CHMSL/TBC OUTPUT SMART FET
17	CBA07		BN-BU	UPFITTER SWITCHES FS07 5A MICRO2

SUPER DUTY

PTO / CUSTOMER ACCESS CONNECTOR – BLUNT CUT DESCRIPTIONS

REAR VIEW
C13



MATING FACE VIEW
C13

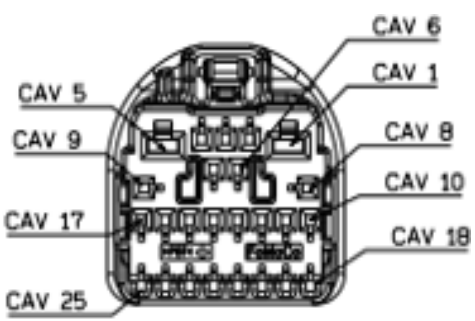
PIN	SIGNAL	WIRE COLOR	GAS BCM PIN	DIESEL BCM PIN	DESCRIPTION
11	BLUNT CUT BCPIL	BN	C175B-17	C1232B-20	-A low-side driver, changing from "open circuit" to "ground" indicating that BCP is in effect. -Intended for powering an indicator lamp.
9	BLUNT CUT CTO	BU/GN	C175B-77	C1232B-10	A digital output from the PCM that indicates a Clean Tachometer Output to provide an indication of engine RPM. The low-side driver in the PCM will switch the output off and on: "Off" will allow the output to be pulled up close to VPWR, and "On" will put the output to zero volts at a Frequency = ((Engine RPM x Number of Cylinders) / 120) with a duty cycle of 50%. The customer-supplied external controller should have a high-impedance input such that it does not impact the PCM's ability to provide a Clean Tach Out signal.
12	BLUNT CUT BCP SW	VT / BN	C175B-82	C1232B-21	-Applying vehicle battery voltage to this wire begins Battery Charge Protect (BCP). -BCP regulates engine speed between 600-1200 RPM to maintain required charge system voltage.
10	BLUNT CUT VS OUT	VT / OG	C175B-78	C1232B-5	An output from the PCM at a frequency of 2.22 times vehicle speed in MPH. The low-side driver in the PCM will switch the output OFF and ON. The OFF state of the low-side driver will result in an output that is pulled up close to RUN/START voltage. The ON state of the low-side driver will result in an output that is pulled close to ground. To properly reference this output, the customer-supplied external controller needs to incorporate a 500 Ohm pull-up resistor to RUN/START and a 1K to 15K Ohm pull-down resistor to ground. Using a 15K Ohm pull-down resistor will result in voltage signal that is closer to RUN/START voltage during the OFF state as compared to using a 1K Ohm pull-down resistor as this is a simple voltage divider in the OFF state where: Signal Voltage = (RUN/START voltage) x (pull-up resistor / pull-down resistor). See circuit illustration on previous page.
14	CUST_ACC_BC_TRO_N	GN / WH	C175E-59 *	C1232T-24	An output from the PCM that indicates when the Transmission Range Sensor is indicating that the transmission is in the Neutral position. The low-side driver (160 mA max) in the PCM will pull this output to ground when active (i.e. when trans selector is in Neutral position). To properly reference this output, the customer-supplied external controller needs to pull this output up to VPWR with a 680 Ohm resistor. Thus when the output is active, the voltage at this output will be zero volts. When this output is not active, the output will be pulled up to VPWR by the 680 Ohm resistor.
13	CUST_ACC_BC_TRO_P	GY / BN	C175E-19	C1232T-20	An output from the PCM that indicates when the Transmission Range Sensor is indicating that the transmission is in the Park position. The low-side driver (160 mA max) in the PCM will pull this output to ground when active (i.e. when trans selector is in the Park position). To properly reference this output, the customer-supplied external controller needs to pull this output up to VPWR with a 680 Ohm resistor. Thus when the output is active, the voltage at this output will be zero volts. When this output is not active, the output will be pulled up to VPWR by the 680 Ohm resistor.
15					

SUPER DUTY

PTO / CUSTOMER ACCESS CONNECTOR – BLUNT CUT DESCRIPTIONS (CONT)

REAR VIEW

C13



MATING FACE VIEW

C13

PIN	SIGNAL	WIRE COLOR	GAS BCM PIN	DIESEL BCM PIN	DESCRIPTION
17	RUN-START (5A FUSED)	BN/BU	C2280C-23		12V, 5-amp fused feed intended for SEIC / PTO use.
	BLUNT CUT PTO RLY	BU / W H	C175B-98	C1232B-11	-A low-side driver, changing from "open circuit" to "ground" indicating that the engine is ready for PTO operation to begin and that a PTO load may be applied. -Intended for powering a PTO indicator lamp, or tun on a relay coil (not to exceed 1-amp). An LED lamp requires addition of a resistor in-series.
4	Diesel_ACC_BC_PTORT_D	GY / VT	- -	C1232B-22	A ground reference, buffered, used to complete the resistor circuit for engine speed selection.
7	BLUNT CUT PTO 1	YE / GN	C175B-84	C1232B-6	Applying vehicle battery voltage to this wire initiates SEIC **Stationary Mode** process. -Signals TorqShift transmission to enter SEIC Stationary Mode protocol. -Verifies safety enablers. -Turns off OBD and other emission-related monitoring. -Elevates engine speed to target found at PTO RPM circuit. -Invokes the PTO relay circuit when safety enablers are met. -Looks for the target engine speed requested at the PTO RPM Circuit using a resistor or potentiometer.
5	BLUNT CUT PTO RPM	GN/WH	C175B-85	C1232B-8	-Requires the addition of a resistor or potentiometer for any **SEIC / PTO** mode. -Resistor / potentiometer selection determines the fixed or variable engine target speed. -Combine in-circuit with DIESEL PTO REF and DIESEL PTOGND. -Speed range available: 900 to 3,000 RPM (700 RPM minimum for split-shaft operation).
3	Diesel_ACC_BC_PTORF_D	W H / BN	- -	C1232B-55	-A 5-volt reference, buffered against shorts-to-ground or power. -Used to complete the resistor circuit for engine speed selection.
8	BLUNT CUT PTO 2	BU / OG	C175B-88	C1232B-4	Applying vehicle battery voltage to this wire initiates **Mobile PTO Mode**. -Signals TorqShift transmission to enter Mobile Mode protocol. -Verifies safety enablers. -Turns off OBD and other emission-related monitoring. -Invokes the PTO relay circuit when safety enablers are met. -Requires valid resistance on PTO RPM input for system to function.
4	GAS SIG RTN C	GY / VT	C175B-51	- -	A ground reference, buffered, used to complete the resistor circuit for engine speed selection.
17	- -	- -	- -	- -	- -
3	BLUNT CUT PTO_VREF	WH/BN	C175B-52	- -	-A 5-volt reference, buffered against shorts to ground or power. -Used to complete the resistor circuit for engine speed selection.
19	- -	- -	- -	- -	- -
20	- -	- -	- -	- -	- -
21	- -	- -	- -	- -	- -
22	- -	- -	- -	- -	- -

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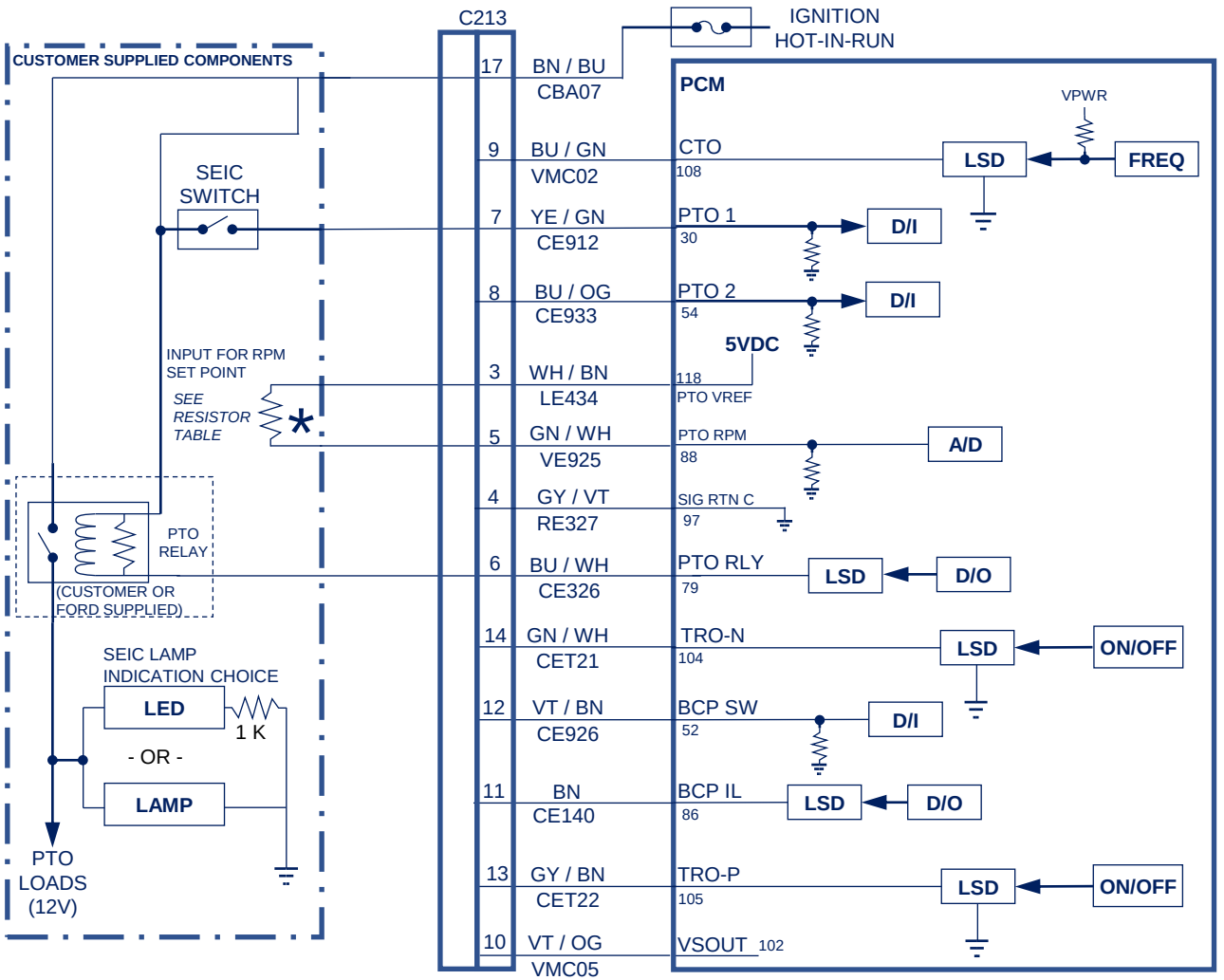
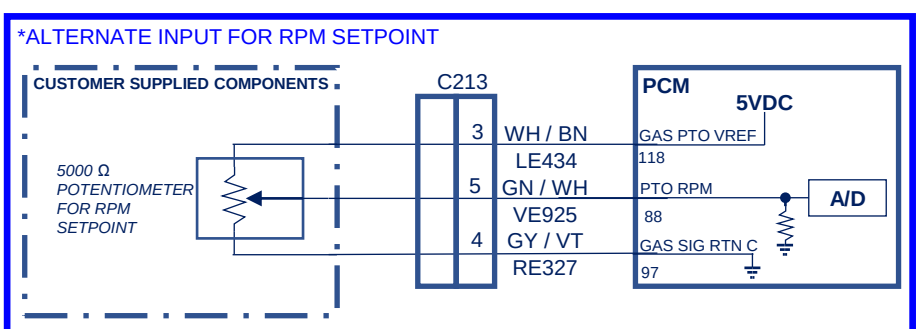
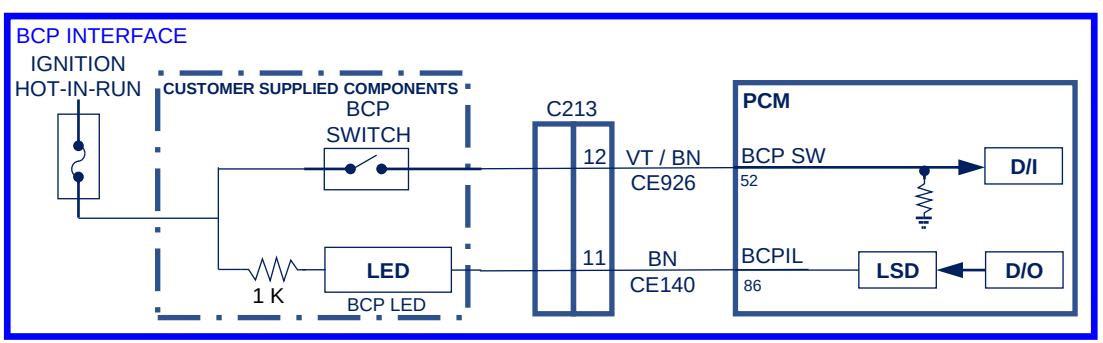
SUPER DUTY

SEIC / BCP INTERFACE - 6.8L/7.3L GAS







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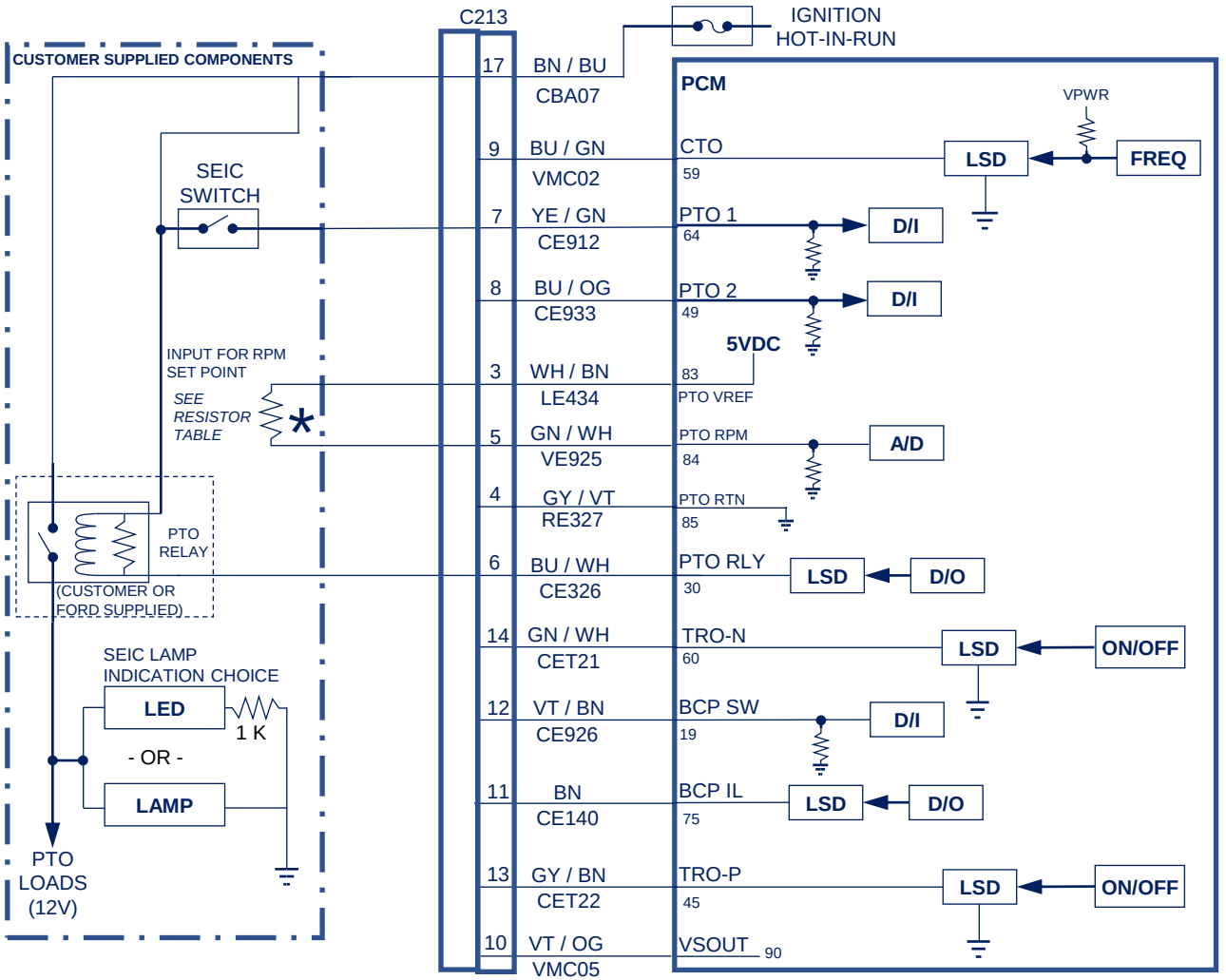
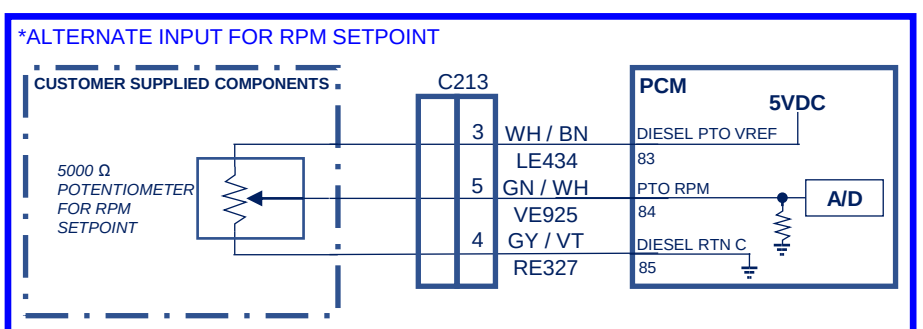
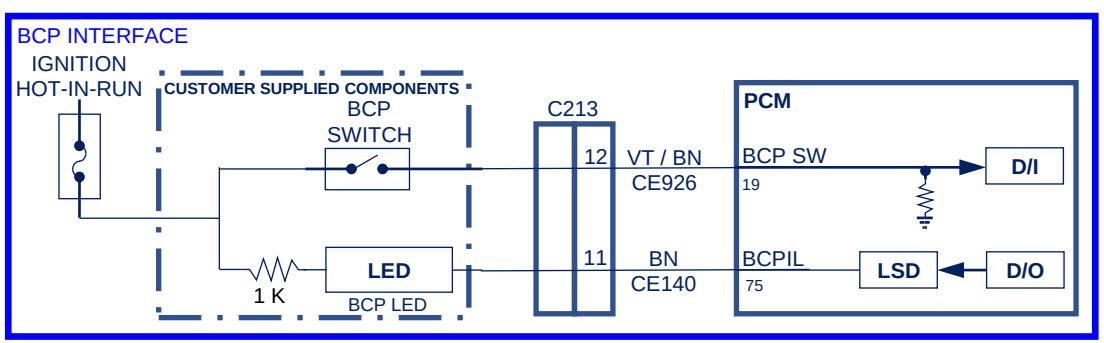
SUPER DUTY

SEIC / BCP INTERFACE - 6.7L DIESEL

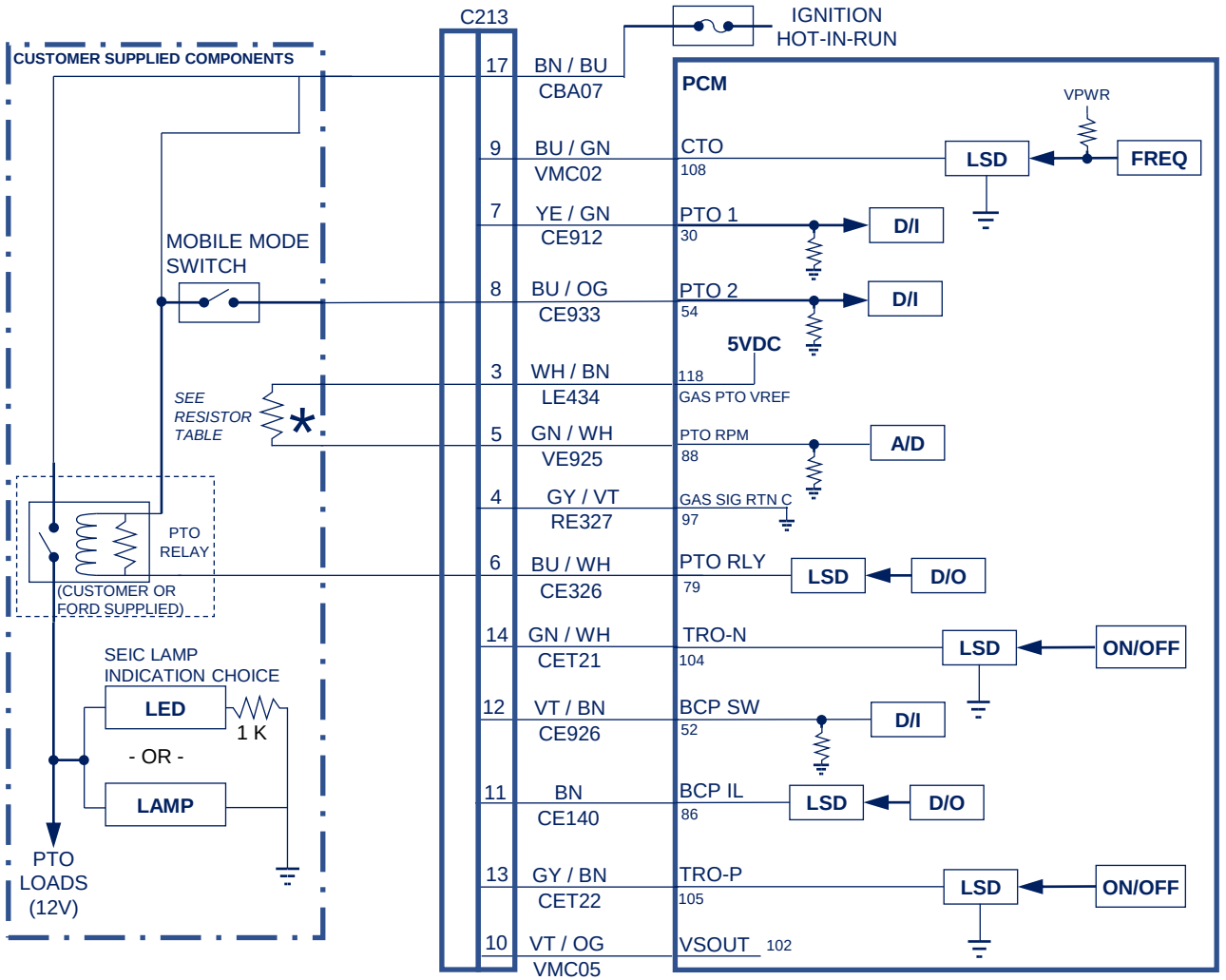






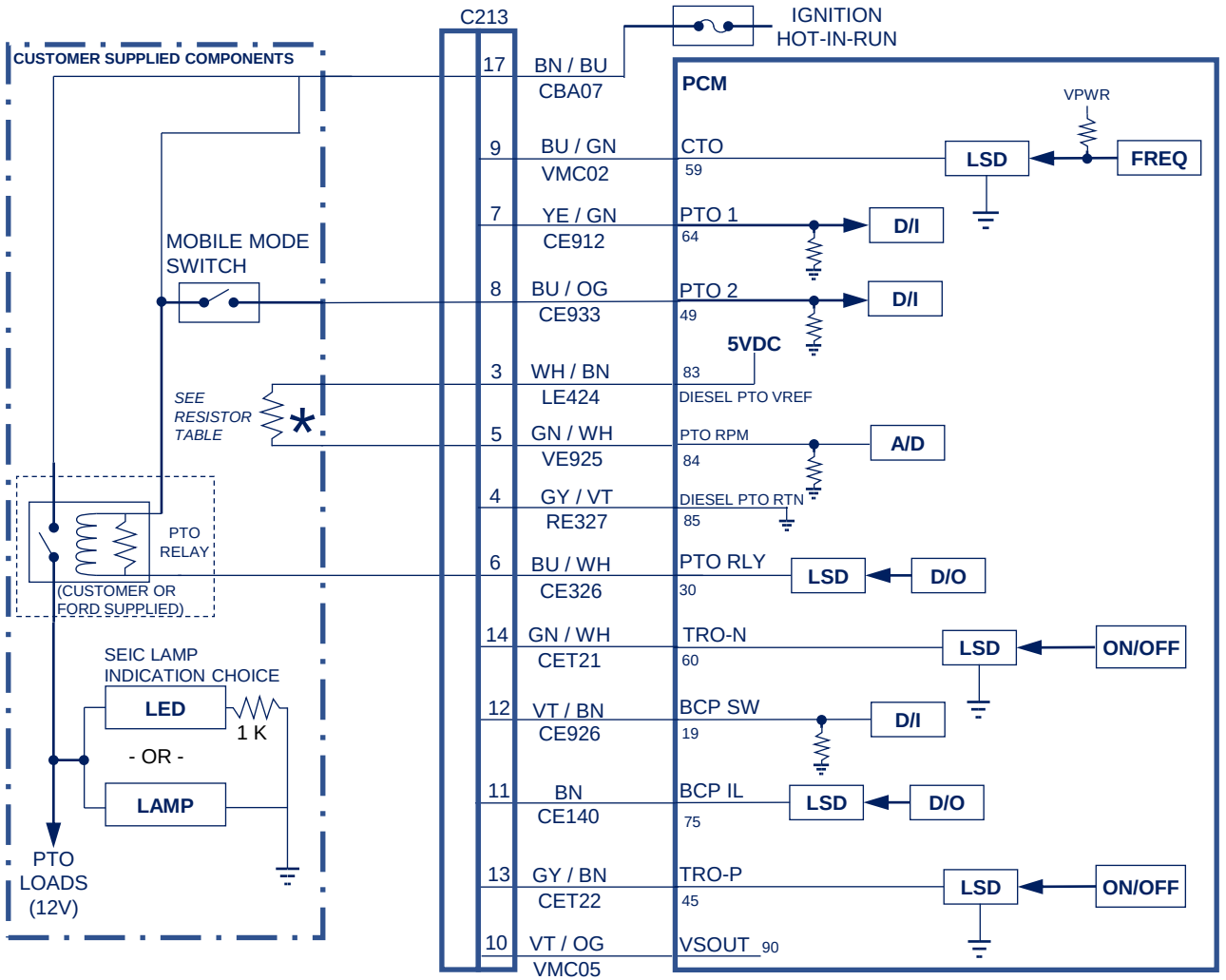
SUPER DUTY

SEIC / PTO INTERFACE - 7.3L MOBILE MODE



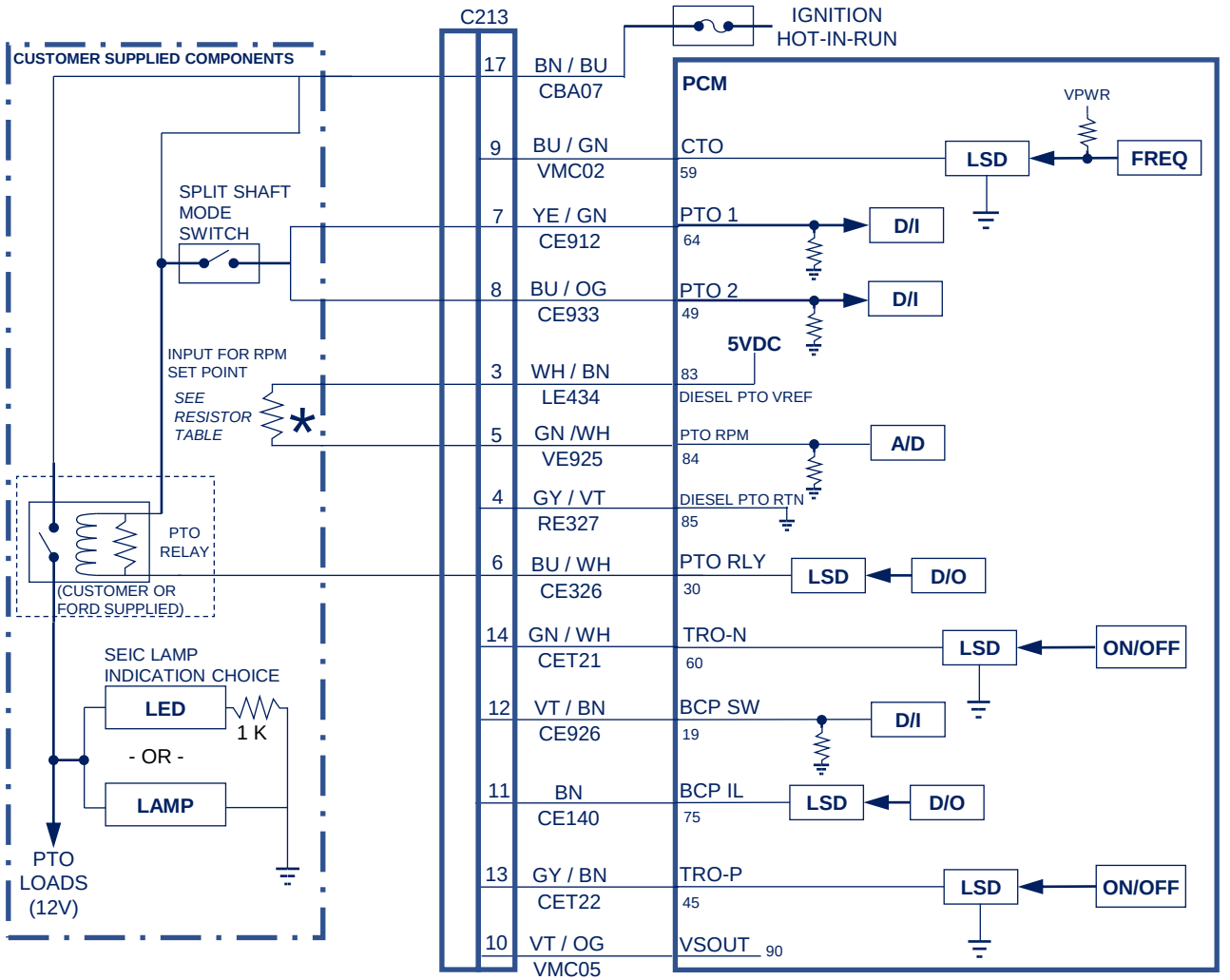
SUPER DUTY

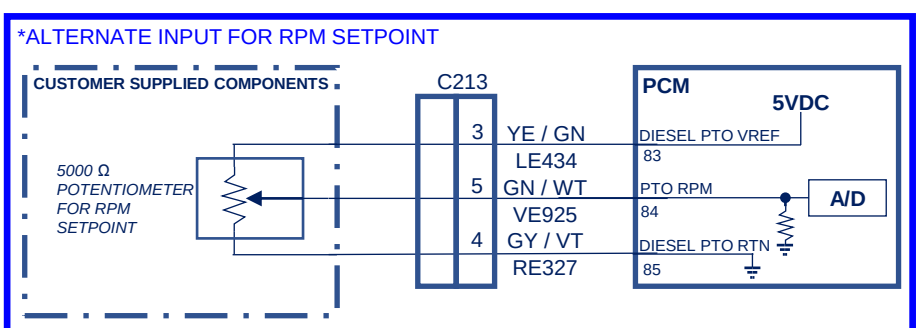
SEIC / PTO INTERFACE - 6.7L MOBILE MODE

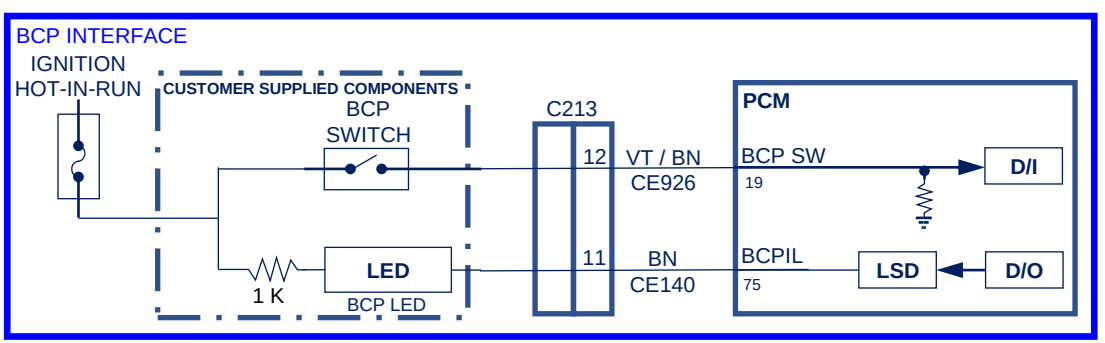


SUPER DUTY

SEIC / PTO INTERFACE: SPLIT-SHAFT MODE - 6.7L DIESEL SCHEMATIC







SUPER DUTY

SEIC / PTO RESISTOR TABLES 0.10 VOLTAGE INCREMENTS

	PTO_RPM Input Voltage	Resistor Ω	6. 8L & 7.3L GAS			6.7L DIESEL			
			SEIC PTO	Mobile PTO	Mobile PTO	SEIC PTO	Split-Shaft PTO	Mobile PTO	Mobile PTO
			Engine RPM	Engine RPM Speed Limit	Engine Base Idle Speed (Minimum)	Engine RPM	Engine RPM	Engine RPM Speed Limit	Engine Base Idle Speed (Minimum)
Voltage Out-of-Range LOW	0.00	- -	- -	- -	- -	- -	- -	- -	- -
	0.10	- -	- -	- -	- -	- -	- -	- -	- -
	0.20	- -	- -	- -	- -	- -	- -	- -	- -
Voltage Dead Band	0.30	73,633	700	900	750	900	700	- -	750
Usable Voltage Range	0.40	54,050	700	900	750	900	700	- -	750
	0.50	42,300	743	1040	750	953	758	- -	750
	0.60	34,467	785	1180	750	1005	815	- -	750
	0.70	28,871	828	1320	750	1058	873	- -	750
	0.80	24,675	870	1460	750	1110	930	- -	750
	0.90	21,411	913	1600	750	1163	988	- -	750
	1.00	18,800	955	1740	750	1215	1045	- -	750
	1.10	16,664	998	1880	750	1268	1103	- -	750
	1.20	14,883	1040	2020	750	1320	1160	- -	750
	1.30	13,377	1083	2160	750	1373	1218	- -	750
	1.40	12,086	1125	2300	750	1425	1275	- -	750
	1.50	10,967	1168	2440	750	1478	1333	- -	750
	1.60	9,988	1210	2580	750	1530	1390	1530	750
	1.70	9,124	1253	2720	750	1583	1448	1583	750
	1.80	8,356	1295	2860	750	1635	1505	1635	750
	1.90	7,668	1338	3000	750	1688	1563	1688	750
	2.00	7,050	1380	3140	750	1740	1620	1740	750
	2.10	6,490	1423	3280	750	1793	1678	1793	750
	2.20	5,982	1465	3420	750	1845	1735	1845	750
	2.30	5,517	1508	3560	750	1898	1793	1898	750
	2.40	5,092	1550	3700	750	1950	1850	1950	750
	2.50	4,700	1593	3840	750	2003	1908	2003	750
	2.60	4,338	1635	3980	750	2055	1965	2055	750
	2.70	4,004	1678	4120	750	2108	2023	2108	750
	2.80	3,693	1720	4260	750	2160	2080	2160	750
	2.90	3,403	1763	4400	750	2213	2138	2213	750
	3.00	3,133	1805	4540	750	2265	2195	2265	750
	3.10	2,881	1848	4680	750	2318	2253	2318	750
	3.20	2,644	1890	4820	750	2370	2310	2370	750
	3.30	2,421	1933	4960	750	2423	2368	2423	750
	3.40	2,212	1975	5100	750	2475	2425	2475	750
	3.50	2,014	2018	5240	750	2528	2483	2528	750
	3.60	1,828	2060	5380	750	2580	2540	2580	750
	3.70	1,651	2103	5520	750	2633	2598	2633	750
	3.80	1,484	2145	5660	750	2685	2655	2685	750
	3.90	1,326	2188	5800	750	2738	2713	2738	750
	4.00	1,175	2230	5940	750	2790	2770	2790	750
	4.10	1,032	2273	6080	750	2843	2828	2843	750
	4.20	895	2315	6220	750	2895	2885	2895	750
	4.30	765	2358	6360	750	2948	2943	2948	750
	4.40	641	2400	6500	750	3000	3000	3000	750
Voltage Dead Band	4.50	522	2400	6500	750	3000	3000	10000	750
	4.60	409	2400	6500	750	3000	3000	10000	750
Voltage Out-of-Range HIGH	4.70	- -	- -	- -	- -	- -	- -	- -	- -
	4.80	- -	- -	- -	- -	- -	- -	- -	- -
	4.90	- -	- -	- -	- -	- -	- -	- -	- -
	5.00	- -	- -	- -	- -	- -	- -	- -	- -

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SUPER DUTY

SEIC / PTO RESISTOR TABLES 100-RPM INCREMENTS

6.8L & 7.3L GAS

Non-Split-Shaft Stationary Elevated Idle Control			Mobile Engine Speed Limit					
Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)
700	54,050	0.40	- -	- -	- -	3,600	5,392	2.33
800	32,291	0.64	- -	- -	- -	3,700	5,092	2.40
900	22,293	0.87	- -	- -	- -	3,800	4,809	2.47
1,000	16,550	1.11	- -	- -	- -	3,900	4,542	2.54
1,100	12,822	1.34	- -	- -	- -	4,000	4,289	2.61
1,200	10,207	1.58	- -	- -	- -	4,100	4,050	2.69
1,300	8,271	1.81	- -	- -	- -	4,200	3,823	2.76
1,400	6,780	2.05	- -	- -	- -	4,300	3,608	2.83
1,500	5,596	2.28	1,500	23,662	0.83	4,400	3,403	2.90
1,600	4,634	2.52	1,600	21,411	0.90	4,500	3,209	2.97
1,700	3,836	2.75	1,700	19,491	0.97	4,600	3,023	3.04
1,800	3,164	2.99	1,800	17,834	1.04	4,700	2,846	3.11
1,900	2,590	3.22	1,900	16,390	1.11	4,800	2,677	3.19
2,000	2,094	3.46	2,000	15,119	1.19	4,900	2,515	3.26
2,100	1,661	3.69	2,100	13,993	1.26	5,000	2,360	3.33
2,200	1,281	3.93	2,200	12,988	1.33	5,100	2,212	3.40
2,300	943	4.16	2,300	12,086	1.40	5,200	2,070	3.47
2,400	641	4.40	2,400	11,271	1.47	5,300	1,933	3.54
			2,500	10,531	1.54	5,400	1,802	3.61
			2,600	9,858	1.61	5,500	1,676	3.69
			2,700	9,241	1.69	5,600	1,555	3.76
			2,800	8,674	1.76	5,700	1,438	3.83
			2,900	8,152	1.83	5,800	1,326	3.90
			3,000	7,668	1.90	5,900	1,217	3.97
			3,100	7,220	1.97	6,000	1,113	4.04
			3,200	6,803	2.04	6,100	1,012	4.11
			3,300	6,415	2.11	6,200	914	4.19
			3,400	6,052	2.19	6,300	820	4.26
			3,500	5,711	2.26	6,400	729	4.33
						6,500	641	4.40

6.7L DIESEL

Non-Split-Shaft Stationary Elevated Idle Control			Split-Shaft Stationary Elevated Idle Control			Mobile Engine Speed Limit		
Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)	Engine Target Speed (RPM)	Resistor (Ohms)	Voltage (Volts)
- -	- -	- -	700	54,050	0.40	- -	- -	- -
- -	- -	- -	800	36,247	0.57	- -	- -	- -
900	54,050	0.40	900	26,724	0.75	- -	- -	- -
1,000	35,098	0.59	1,000	20,795	0.92	- -	- -	- -
1,100	25,391	0.78	1,100	16,748	1.10	- -	- -	- -
1,200	19,491	0.97	1,200	13,810	-1.27	- -	- -	- -
1,300	15,525	1.16	1,300	11,580	-1.44	- -	- -	- -
1,400	12,677	1.35	1,400	9,830	-1.62	- -	- -	- -
1,500	10,531	1.54	1,500	8,419	-1.79	1,500	10,531	1.54
1,600	8,858	1.73	1,600	7,258	-1.97	1,600	8,858	1.73
1,700	7,515	1.92	1,700	6,286	2.14	1,700	7,515	1.92
1,800	6,415	2.11	1,800	5,460	2.31	1,800	6,415	2.11
1,900	5,496	2.30	1,900	4,749	2.49	1,900	5,496	2.30
2,000	4,718	2.50	2,000	4,132	2.66	2,000	4,718	2.50
2,100	4,050	2.69	2,100	3,590	2.83	2,100	4,050	2.69
2,200	3,471	2.88	2,200	3,111	3.01	2,200	3,471	2.88
2,300	2,963	3.07	2,300	2,684	3.18	2,300	2,963	3.07
2,400	2,515	3.26	2,400	2,301	3.36	2,400	2,515	3.26
2,500	2,116	3.45	2,500	1,956	3.53	2,500	2,116	3.45
2,600	1,759	3.64	2,600	1,644	3.70	2,600	1,759	3.64
2,700	1,438	3.83	2,700	1,359	3.88	2,700	1,438	3.83
2,800	1,147	4.02	2,800	1,099	4.05	2,800	1,147	4.02
2,900	883	4.21	2,900	861	4.23	2,900	883	4.21
3,000	641	4.40	3,000	641	4.40	3,000	641	4.40

SUPER DUTY
FORD CO-PILOT360™ TECHNOLOGY

Ford Co-Pilot360™
Ford Co-Pilot360 Technology is a collection of advanced driver-assist features designed to help drivers feel confident and in command on the road. These smart features can help drivers be more aware of their surroundings, provide alerts about surprises on the road and help to avoid potential collisions while navigating the road ahead. This brand represents the growing collection of Ford driver-assist features, available in branded packages or individually, on select vehicles across the Ford lineup.

- Ford Co-Pilot360:
  - Auto High-Beam Headlamps
  - BLIS (Blind Spot Information System) with Cross-Traffic Alert
  - Lane-Keeping System: Lane-Keeping Alert, Lane-Keeping Assist and Driver Alert
  - Pre-Collision Assist with Automatic Emergency Braking (AEB)
  - Rear Cross Traffic Braking
  - Rear View Camera
- Ford Co-Pilot360 2.0
  - Auto High-Beam Headlamps
  - BLIS with Cross-Traffic Alert
  - Lane-Keeping System
  - Pre-Collision Assist with AEB
  - Post Collision Braking
  - Rear View Camera
  - Reverse Brake Assist
  - Reverse Sensing System

(NOTE: Specific features vary by vehicle and trim, or series level. Consult the vehicle Product Order Guide)

CHASSIS CAB:
- XL / XLT / LARIAT – Trim Series
  - Audible Lane Departure Warning [Front Windshield Camera Equipped]
  - Autolamp – Auto On/Off Headlamps [Front Windshield Camera Equipped]
  - Cruise Control (Steering wheel-mounted)
  - Pre-Collision Assist (PCA) with Automatic Emergency Braking (AEB) [Front Windshield Camera Equipped]

(NOTE: Chassis Cabs not equipped with bumper mounted radar system)

PICKUP:
- XL Trim
  - Autolamp (Auto On/Off Headlamps)
  - Cruise Control [Front Windshield Camera and bumper mounted Radar system equipped]
  - Hill Start Assist
- XLT Trim
  - Autolock, Auto unlock
  - Automatic High Beam
  - Pre -Collision Assist with Automatic Emergency Braking (AEB) and Forward Collision Warning [Front Windshield Camera and bumper mounted Radar system equipped]
- LARIAT Trim
  - 360-Degree Camera Package [Front Windshield Camera equipped]
  - BLIS® with Cross-Traffic Alert and Trailer Coverage (BLIS® sensor in taillamp)
  - Reverse Brake Assist
  - Rear Parking Sensors

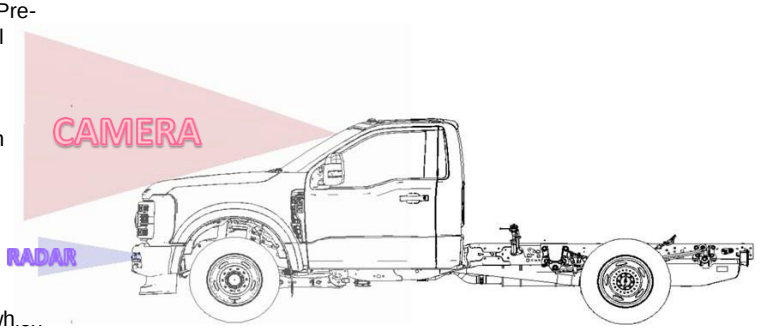
On all 2023MY Super Duty that have Lane Departure Warning or Pre-Collision Assist features, they can be turned off via steering wheel button or Driver Assistance Menu in SYNC, respectively.

These selections would latch over key cycle.
Note, the driver will be prompted in the cluster to turn Pre-Collision Assist back on or leave it off at every key cycle.

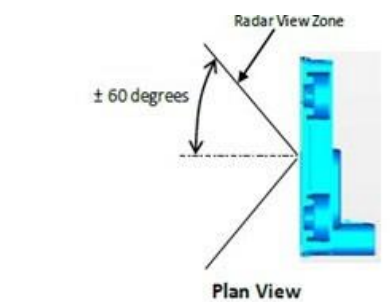
IMPORTANT
- Not recommend relocating camera or radar
- ADAS hardware cannot be added to vehicle post production.
- Verify location when using aftermarket hood mounted mirrors wh... could possibly interfere with camera “field of view”
- Not recommend equipping vehicles with winch systems, cones, cables, license plates (center) which could possibly obstruct/interfere with radar and camera “field of view”
- Not recommend applying paint or decals to radar or cover which could possibly obstruct/ interfere radar field of view
- Not recommend applying decals or objects to the front of windshield which could possibly obstruct/ interfere camera “field of view.” Over roof systems that extend forward of windshield ensure that it does not interfere with camera “field of view”.
- Not recommend using aftermarket suspension components (e.g. Adding air ride, helper springs, lift kits, etc.) Which could possibly obstruct/ interfere radar and camera field of view zones
- Not recommend using front bumper system to push other objects/vehicles this is to prevent any damage or misalignment to radar and cover.
- Not recommend modifying or replacing factory equipped bumper with aftermarket sourced bumpers which may interfere with radar “field of view”.
- If the camera or radar is blocked due to accumulation of dirt, ice, or snow in “field of view” - vehicle will display blockage message in cluster. Once blockage is removed, blockage message will stop being displayed
- Snowplow equipped vehicles will have a feature in cluster to turnoff ADAS.

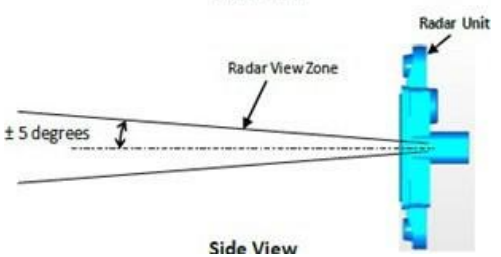
Installed upfitter equipment should not infringe on the radar or camera view zones. The CAD files of the radar and camera view zones are available upon request via the Ford BBAS web site (www.fordbbas.com/contactus).

CAMERA - ‘FIELD OF VIEW’ (CAD File: FNA7140171)



RADAR - FIELD OF VIEW’ (CAD File: FNA6220214)





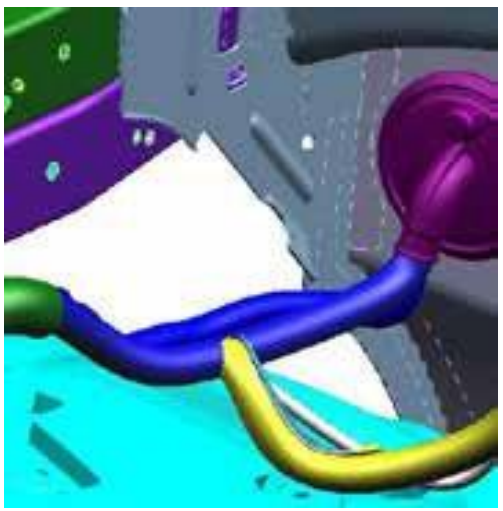
SUPER DUTY
CUSTOMER ACCESS CIRCUITS

Ford Super-Duty trucks are provided with several types of Customer Access Circuits to accommodate various electrical access and control functionalities.

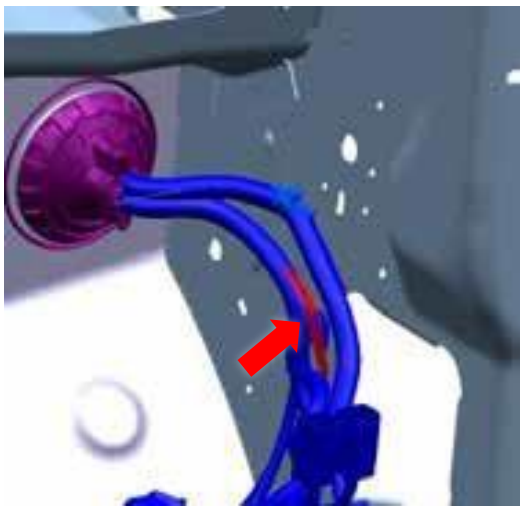
PASS-THROUGH WIRES

All Super-Duty trucks come standard with a 4-w ire bundle that is pre-routed through a grommet in the dash panel to provide a pathway between the cabin interior and the underhood compartment (engine bay). This pass-through harness has blunt-cuts on both ends. The in-cab blunt-cuts are located behind the interior trim side kick panel in the front passenger footwell. The underhood blunt-cuts are located on the passenger side just forward of the dash panel harness grommet. It may facilitate access to the underhood end of the pass-through wires by removing the front right w heel/tire and w heel arch liner.

PASS-THROUGH WIRES	WIRE COLOR
WIRE 1	BN-BU
WIRE 2	WH
WIRE 3	WH / OG
WIRE 4	GY / OG



UNDERHOOD
(PASSENGER SIDE)



FRONT FOOTWELL
(PASSENGER SIDE)

CUSTOMER ACCESS AT UPFITTER RELAY BOX

There are 4 customer-access blunt-cut circuits (14-gage), located under the Upfitter Relay Box in the engine bay in the same w ire bundle as the 6 upfitter switch blunt-cuts, available for the following functions:

- Run / Start
- Battery Hot
- PTO Relay Output
- PTO Relay Control

See the Upfitter Relay Box section of this BBLB for more detailed information.

UPFITTER RELAY BOX / UPFITTER SWITCHES

A 6-pack of Upfitter Switches are optionally available on all Super-Duty trucks. This feature provides a bank of 6 switches on the overhead center console in the cabin. These switches are pre-wired to the Upfitter Relay Box (with 6 blunt-cut output wires) located underhood on the passenger side. The Upfitter Switches, in conjunction with the Upfitter Relay Box, can be configured by the upfitter to control various upfitter-installed equipment.
See the Upfitter Relay Box and Upfitter Switches sections elsewhere in this BBLB for more detailed info.

SEIC / PTO / CUSTOMER ACCESS HARNESS WITH BLUNT-CUTS

A connector is provided (with a mating blunt-cut harness) on all Super-Duty trucks, located behind the side kick panel in the passenger foot well, to allow control of the PTO system as well as access to 6 other vehicle system signal outputs. See the SEIC / PTO section of this BBLB for more details.

SUPER DUTY

PRO POWER ONBOARD FOR CHASSIS CABS

- A cab outlet is installed in the Passenger seat pedestal.
- An auxiliary outlet and fasteners are provided in dunnage to be installed in the Second Unit Body.
  - **Job #1 Vehicles** (See Bulletin 362): The vehicle's DCACA and APIM modules MUST be re-configured with a Ford Diagnostic and Repair System (FDRS) tool to "enable" the auxiliary outlet once installed.

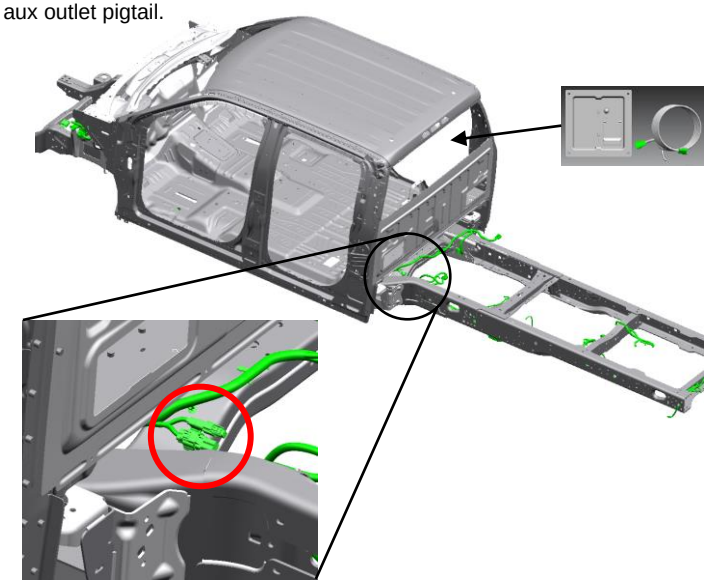
    NOTE: The auxiliary outlet may provide power prior to module re-configuration, however key functionality (including safety functions) will not be operational until modules are re-configured. Re-configuration should be completed by the manufacturer installing the outlet prior to delivery to the customer or subsequent stage manufacturer.

    NOTE: In the case where the auxiliary outlet is not planned to be installed (either the aux outlet cannot be packaged in the SUB or is not desired by the customer), the Pro Power Onboard feature will function normally as delivered from the factory with the cab outlet only.

    NOTE: If the auxiliary outlet is connected to the vehicle and later removed, the vehicle wiring connectors must be sealed, and modules re-configured with FDRS tool to "disable" the auxiliary outlet before the vehicle re-enters service.

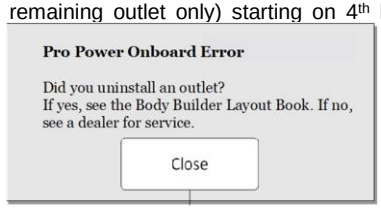
    Job #2 Vehicles (See Bulletin 362): The vehicle will not need to be configured once the auxiliary outlet is installed.

    NOTE: If the auxiliary outlet is connected to the vehicle and later removed, the vehicle wiring connectors must be sealed before the vehicle re-enters service.
  - Do not cover warning labels.
  - The aux outlet is water resistant but should be installed such that it is protected from direct spray or flow of water.
  - The aux outlet should be installed on a substantially vertical surface.
  - The aux outlet should not be installed near any significant source of heat.
  - The aux outlet has a ~350mm wiring pigtail. The included retaining clip may be carefully removed from the wiring if desired.
  - Attach the aux outlet to the SUB utilizing all four mounting holes. Please note the 2.5 mm gap between the back side of the outlet and the mounting plane (see Section A-A) that must be filled to prevent a "soft" joint or potential damage to the housing.
  - If using the provided fasteners, see the "Aux Outlet Mating Surface" info for panel thickness and hole requirements, there is also a printable template in the kit instructions. M6 or ¼" washers (~1.6 mm thick, not provided) can be used between the U-nuts and outlet housing to fill the remaining gap. Torque screws to 12 +/- 1.8 Nm.
  - If using fasteners other than those provided, the mating panel thickness, hole requirements, spacer strategy and torque specification (if applicable) are at the manufacturer's discretion.
- A 6m (18 ft) extension wiring harness is also provided in dunnage to allow flexibility in placement of the auxiliary outlet. The aux outlet pigtail can also connect directly to the chassis wiring if preferred.
  - The wiring connectors are sealed and do not need special protection from the elements.
  - Best practices for wire routing and retention should be followed, see the Ford General Body Builder Layout Book for more information.
- Chassis wiring connectors for the auxiliary outlet are located near the LH frame rail at back of cab. These connectors have sealed caps which should remain in place until the aux outlet is plugged in (directly or via extension harness) to prevent contamination and potential shock hazard. The vehicle should be in the "key off" state when removing the sealed caps from the chassis wiring and connecting the extension harness and aux outlet pigtail.



NOTE: an error message similar to the one shown below may appear if:

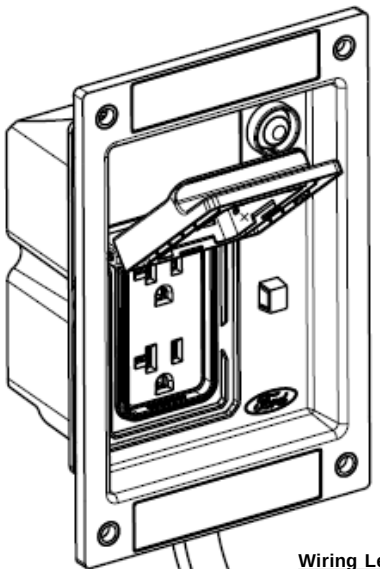
- One of the outlets has been disconnected intentionally – The message will appear for 3 key cycles during which time the PPO system will not be functional. Starting with the 4th key cycle, the system will operate normally with the remaining outlet only. The disconnected outlet can be reconnected at any time and the system will adapt.
- There is a fault somewhere in the PPO system – If nothing was disconnected intentionally, please contact a Ford dealer for service. The message will appear for 3 key cycles however the fault will persist after that time. If the fault is isolated to just one of the outlets, the LED on that outlet will continue to blink while the PPO system may return to normal function (with the remaining outlet only) starting on 4th key cycle.


Pro Power Onboard Error
Did you uninstall an outlet?
If yes, see the Body Builder Layout Book. If no, see a dealer for service.
Close

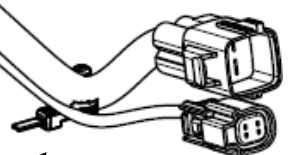
Body Builders Layout Book

SUPER DUTY

PRO POWER ONBOARD AUXILIARY OUTLET

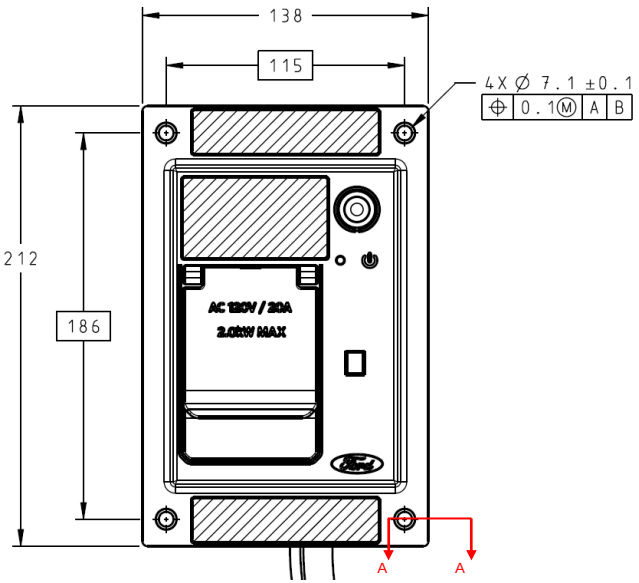


Wiring Length from tip of Strain Relief (+/- 10mm):
to Clip – 220mm
to Power Connector – 340mm
To Signal Connector – 350mm

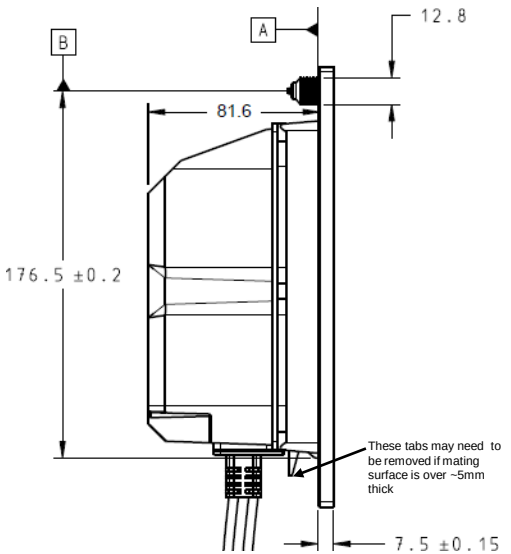


Wiring Clip Mating Surface

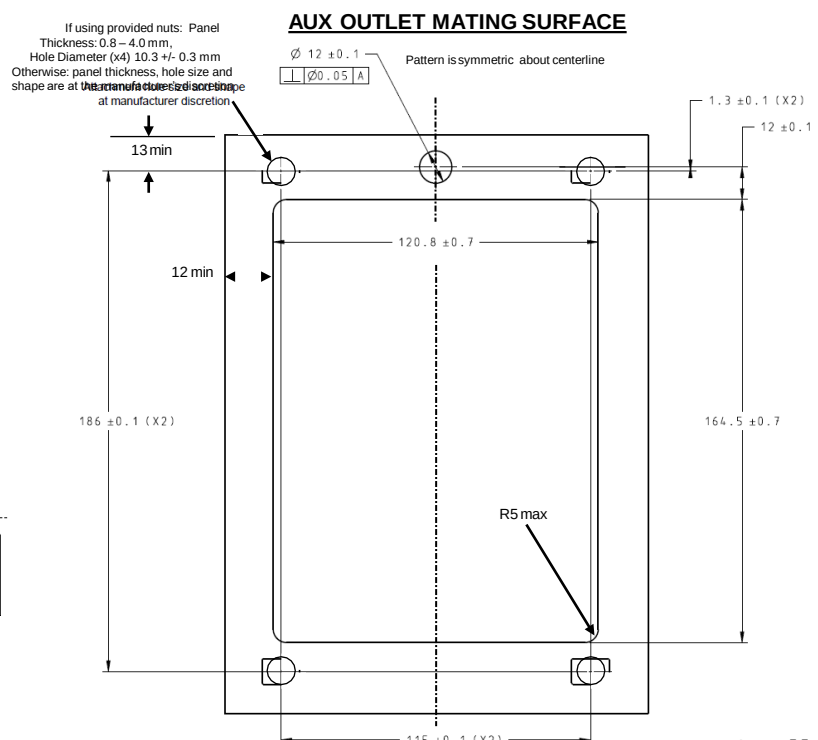
Ø8.0 +0.2 /- 0.4mm



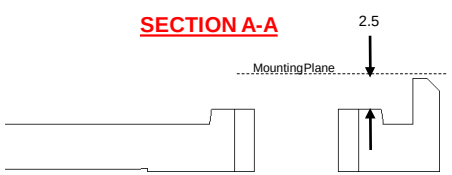
AUX OUTLET SIDE VIEW



AUX OUTLET MATING SURFACE


If using provided nuts: Panel Thickness: 0.8 – 4.0 mm, Hole Diameter (x4) 10.3 +/- 0.3 mm Otherwise: panel thickness, hole size and shape are at the manufacturer discretion
Ø 12 ±0.1
⊥ Ø0.05 A
Pattern is symmetric about centerline
13 min
12 min
1.3 ±0.1 (X2)
12 ±0.1
120.8 ±0.7
186 ±0.1 (X2)
164.5 ±0.7
R5 max
115 ±0.1 (X2)

SECTION A-A



ALL DIMENSIONS IN MM

NOTE- [ ] DIMENSION ARE INCHES

SUPER DUTY

BODY CONTROL MODULE (BCM) FUSE LAYOUT

FUSE NUMBER	FUSE RATING	PROTECTED COMPONENT
1	—	NOT USED.
2	10 A	DRIVER DOOR PACK SWITCH. POWER SLIDING REAR WINDOW SWITCH.
3	7.5 A	SEAT MEMORY SWITCH.
		POWER LUMBAR MOTOR. WIRELESS CHARGING MODULE.
4	—	NOT USED.
5	—	NOT USED.
6	10 A	POWER TELESCOPING MIRRORS SWITCH. FRONT POWER WINDOWS SWITCH.
7	10 A	BRAKE ON-OFF SWITCH.
8	5 A	EMBEDDED MODEM.
9	5 A	COMBINED SENSOR MODULE.
10	—	NOT USED.
11	—	NOT USED.
12	7.5 A	ON-BOARD DIAGNOSTIC MODULE. SMART DATA LINK CONNECTOR. CLIMATE CONTROL MODULE.
13	7.5 A	STEERING COLUMN CONTROL MODULE. INSTRUMENT CLUSTER.
14	—	NOT USED.
15	15 A	SYNC. DISPLAY.
16	—	NOT USED.
17	7.5 A	ACTIVE FRONT STEERING MODULE. PARK AID MODULE.
18	7.5 A	SELECTABLE DRIVE MODES SWITCH. SELECT S H I SWITCH.
19	5 A	HEAD UP DISPLAY.
20	5 A	IGNITION SWITCH. KEY INHIBIT SOLENOID.
21	5 A	HEAD UP DISPLAY. IN-VEHICLE TEMPERATURE AND HUMIDITY SENSOR.
22	5 A	UPFITTER SWITCHES.
23	30 A	DRIVER FRONT DOOR MODULE.
24	30 A	MOONROOF.
25	—	NOT USED.
26	30 A	PASSENGER FRONT DOOR MODULE.
27	—	NOT USED.
28	30 A	AMPLIFIER.
29	15 A	ADJUSTABLE PEDALS SWITCH.
30	5 A	BRAKE ON-OFF OUTPUT TO TRAILER BRAKE CONTROLLER AND CUSTOMER ACCESS CIRCUITS.
31	10 A	REMOTE KEYLESS ENTRY.
32	20 A	RADIO.
33	—	NOT USED.
34	30 A	RUN/START RELAY.
35	—	NOT USED.
36	15 A	CAMERA MODULE. LANE KEEPING SYSTEM. AUTO-DIMMING INTERIOR MIRROR. REAR HEATED SEATS.
37	20 A	HEATED STEERING WHEEL.
38	30 A	POWER WINDOWS.

NOTE: SPARE FUSE AMPERAGE MAY VARY.

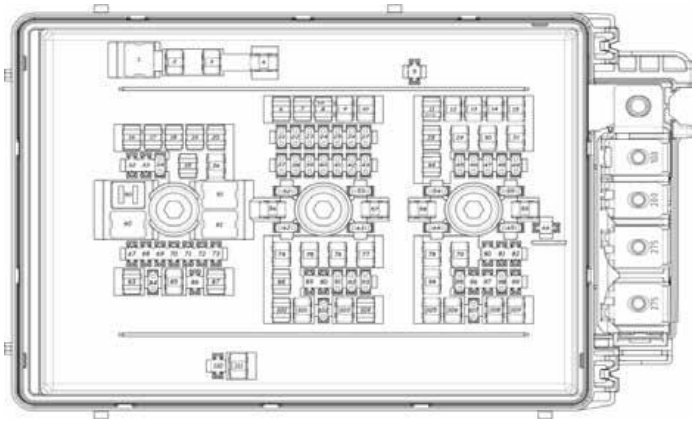
Body Builders Layout Book

SUPER DUTY

POWER DISTRIBUTION BOX (PDB) / HIGH CURRENT FUSE BOX (HCFB) FUSE LAYOUT

Fuse Location.	Size	Type	Function Name
1	50A	JCASE	COOLING FAN (GAS ONLY)
2	50A	M CASE	PTC BANK 2 (DIESEL ONLY)
3	50A	M CASE	PTC BANK 1(DIESEL ONLY)
4	50A	M CASE	PTC BANK 3 (DIESEL ONLY)
5	NO CONNECT		
6	NO CONNECT		
7	NO CONNECT		
8	NO CONNECT		
9	30A	M CASE	4X4 M ODULE
10	30A	M CASE	CNG SWITCHED (GAS ONLY)
11	NO CONNECT		
12	60A	M CASE	ABS PUM P
13	30A	M CASE	PASSENGER POWER SEAT MODULE
14	40A	M CASE	ABS VALVE
15	30A	M CASE	RP2
16	NO CONNECT		
17	NO CONNECT		
18	NO CONNECT		
19	NO CONNECT		
20	NO CONNECT		
21	10A	M ICRO	TRAILER BACKUP LAM PS
22	NO CONNECT		
23	20A	M ICRO	VPWR1
24	20A	M ICRO	VPWR2 (GAS)
	10A	M ICRO	VPWR2 (DIESEL)
25	15A	M ICRO	VPWR3 (GAS)
	10A	M ICRO	VPWR3 (DIESEL)
26	20A	M ICRO	VPWR4
27	10A	M ICRO	VPWR5 (GAS)
	20A	M ICRO	VPWR5 (DIESEL)
28	NO CONNECT		
29	15A	M CASE	UREA TANK HEATER (DIESEL ONLY)
30	15A	M CASE	UREA LINE HEATER (DIESEL ONLY)
31	15A	M CASE	GLOW DOSING M ODULE (DIESEL ONLY)
32	NO CONNECT		
33	NO CONNECT		
34	20A	M ICRO	REAR HEATED SEATS
35	NO CONNECT		
36	30A	M CASE	CLIM ATE SEATS POWER
37	5A	M ICRO	24V ALTERNATOR R/ S
38	10A	M ICRO	PCM / TCM R/ S
39	10A	M ICRO	ABS R/ S
40	10A	M ICRO	eRCB R/ S
41	10A	M ICRO	BLIS M ODULES, TTPM S, REM OTE CAN R/ S
42	10A	M ICRO	SNOWPLOW R/ S
43	15A	M ICRO	INTERIOR PDB R/ S
44	NO CONNECT		
45	15A	M ICRO	HEATED STEERING WHEEL
46	20A	M ICRO	SPARE
47	5A	M ICRO	SPARE
48	30A	M ICRO	AM PLIFER
49	25A	M ICRO	SPARE
50	NO CONNECT		
51	40A	JCASE	HVAC BLOWER M OTOR
52	10A	M ICRO	4X4 VACUUM SOLENOID
53	10A	M ICRO	4X4 - TCCM
54	10A	M ICRO	SPARE

Fuse Location	Size	Type	Function Name
55	10A	M ICRO	SPARE
56	40A	M CASE	eRCB POWER
57	20A	M CASE	TRAILER TOW LIGHTING M ODULE
58	50A	M CASE	CUSTOM ER INTERFACE M ODULE 1
59	60A	M CASE	400W INVERTER
60	60A	JCASE	INTERIOR PDB POWER
61	30A	M CASE	VBATT2
62	5A	M ICRO	SM ART TRAILER HITCH
63	10A	M ICRO	ECG
64	5A	M ICRO	GLOW PLUG RELAY COIL
65	10A	M ICRO	CNG B+
66	NO CONNECT		
67	NO CONNECT		
68	NO CONNECT		
69	NO CONNECT		
70	NO CONNECT		
71	NO CONNECT		
72	NO CONNECT		
73	NO CONNECT		
74	30A	M CASE	TRAILER BRAKE CONTROL/ AFTER M ARKET E-BRAKE ACCESS
75	30A	M CASE	CNG RELAY
76	25A	M CASE	TRAILER BATTERY CHARGE
77	30A	M CASE	VBATT1
78	20A	M CASE	POWER POINT 2
79	20A	M CASE	POWER POINT 1
80	NO CONNECT		
81	NO CONNECT		
82	NO CONNECT		
83	NO CONNECT		
84	20A	M ICRO	HORN
85	40A	M CASE	HEATED BACKGLASS (GAS ONLY, DIESEL IS FET)
86	NO CONNECT		
87	NO CONNECT		
88	NO CONNECT		
89	NO CONNECT		
90	NO CONNECT		
91	5A	M ICRO	HCM
92	15A	M ICRO	LH HEADLAM P
93	15A	M ICRO	RH HEADLAM P
94	20A	M ICRO	POWER POINT 3
95	20A	M ICRO	POWER POINT 4/ SM ART CHARGE M ODULE
96	NO CONNECT		
97	NO CONNECT		
98	10A	M ICRO	TAILGATE RELEASE SOLENOID
99	NO CONNECT		
100	NO CONNECT		
101	50A	M CASE	CUSTOM ER INTERFACE M ODULE 2
102	5A	M ICRO	RAIN SENSOR
103	30A	M CASE	FRONT WIPER M OTOR
104	NO CONNECT		
105	30A	M CASE	FUEL PUM P
106	30A	M CASE	RP1
107	25A	M ICRO	TRAILER PARK LAM PS
108	40A	M CASE	DRIVER POWER SEAT
109	30A	M CASE	STARTER M OTOR SOLENOID
110	NO CONNECT		
111	30A	M CASE	POWER SLIDING WINDOW



HIGH CURRENT FUSES NOW INTEGRATED TO UNDERHOOD PDB

Fuse Location	Size	Type	Function Name
1	275A	ZCASE	PRIM ARY ALTERNATOR
2	275A	ZCASE	SECONDARY ALTERNATOR
3	200A	ZCASE	UPFITTER RELAYS FEED
4	100A	ZCASE	GLOW PLUGS

SUPER DUTY
REAR-VIEW CAMERA PREP KIT

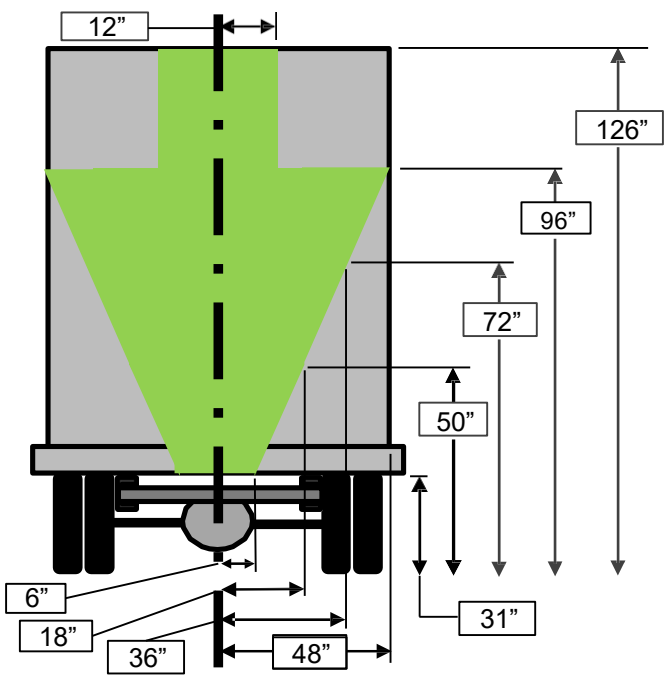
All vehicles (GVWR 10,000 lbs and under) completed in 2 or more stages (i.e., produced by Ford as incomplete vehicles) are required to comply with FMVSS 111 requirements for rear visibility (including rear-view camera). FMVSS 111 requirements only affect vehicles 10,000 lbs GVWR or less. This information is being provided to assist upfitters who are completing Super-Duty Chassis Cabs vehicles comply with FMVSS 111rear-view camera requirements using the available Ford reverse-camera kit.

REAR-VIEW CAMERA PREP KIT (Order Code 872) - Required option on 10,000lbs GVWR and less
A rear-view camera and prep kit for incomplete vehicles is available as an orderable option with all Chassis Cab incomplete vehicles. The optional Prep kit is available with the following displays :

VEHICLE	TRIM LEVEL	DISPLAY	
		8 in. Base	12 in. Base
CHASSIS CAB	XL	S	N/A
	XLT	S	N/A
	LARIAT	N/A	S

S - STANDARD / O - OPTIONAL

REAR-VIEW CAMERA SERVICE KIT (SERVICE PART # JC3Z-19G490-D)
A service kit is also available through Ford Service. This service kit is compatible with all chassis cab vehicles. Vehicles ordered
with the base audio package will have a display in the center stack.



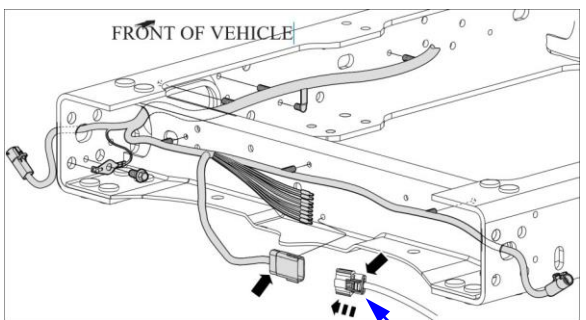
For a chassis cab camera kit installed post-production, a Ford Diagnosis and Repair System (FDRS) tool is required to make the parameter change needed to activate the service kit camera / display.

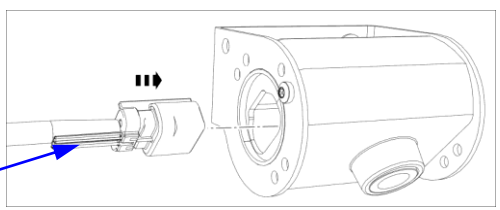
FORD CAMERA KIT COMPLIANCE CAPABILITY
Ford has tested the rear-view camera kit in combination. The camera / display pairing can meet the backup camera portion of FMVSS 111 when mounted in the zones defined below.

Compliance to FMVSS 111 is the responsibility of the upfitter who alters the vehicle. This information is provided for directional purposes only, based on testing done by Ford.

If equipped with a display, the camera included in kit is capable of complying with FMVSS 111 field-of-view requirements when mounted in the areas defined in the figure below

Instructions for enabling the camera / display are available at the following link:
http://www.fordservicecontent.com/ford_content/catalog/accessory_files/2020_P558_Rear_Camera_Kit_Enable_Disable.pdf

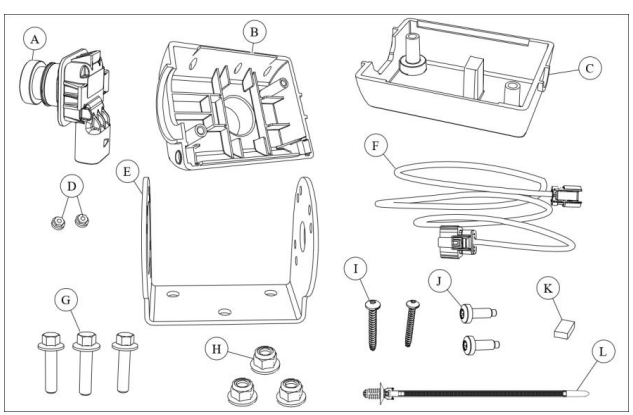




ITEM F – WIRE HARNESS

REAR-VIEW CAMERA SERVICE KIT

Item	Qty	Description
A	1	Rear-view Camera
B	1	Front Camera Case Half
C	1	Rear Camera Case Half
D	2	Screw Retaining Nuts
E	1	Mounting Bracket
F	1	Wire Harness
G	3	Bolts
H	3	Nuts
I	2	Screws (longer)
J	2	Screws (shorter)
K	1	Foam Pad
L	1	Push-pin Tie Strap

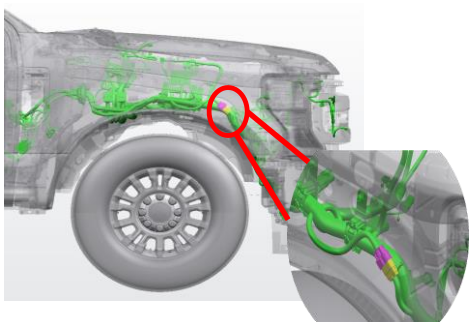


Ford PRO

Body Builders Layout Book

SUPER DUTY

SNOWPLOW CIRCUIT INFORMATION



CIRCUITS ON THIS CONNECTOR ARE COMING FROM THE BCM
CNUM: C11-S1-PJ
Connector #: 6U5T-14A464-JA

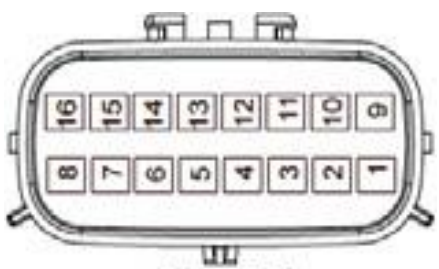
CAVITY	CIRCUIT	CIRCUIT DESCRIPTION	OPTION
1	GD131	Right Ground	N/A
2	-	-	-
3	-	-	-
4	-	-	-
5	CLF05	RF Low Beam	N/A
6	CLF04	LF Low Beam	N/A
7	CLF03	RF High Beam	N/A
8	CLF02	LF High Beam	N/A
9	GD129	Left Ground	N/A
10	-	-	-
11	-	-	-
12	-	-	-
13	CDP03	Snow Plow Run-Start	N/A
14	CLS77	Park Lamps	N/A
15	CLS25	RF Turn	N/A
16	CLS21	LF Turn	N/A

MATING CONNECTOR GOING TO LIGHTING /UPfiTTER FUNCTIONS
CNUM: C11-S2-PJ
Connector #: 4L3T-14A624-XB

CAVITY	CIRCUIT	CIRCUIT DESCRIPTION	OPTION
1	-	-	-
2	-	-	-
3	-	-	-
4	-	-	-
5	CLF05	RF Low Beam	N/A
6	CLF04	LF Low Beam	N/A
7	CLF03	RF High Beam	N/A
8	CLF02	LF High Beam	N/A
9	-	-	-
10	-	-	-
11	-	-	-
12	-	-	-
13	-	-	-
14	-	-	-
15	-	-	-
16	-	-	-

- 23MY Super Duty does not have dual headlamp bulbs. The pins used are now the same across all headlamp types.
- In order to protect wiring (both power and ground), use less than 8.8A (the derated value of the 10A snowplow run-start fuse) on PIN 13.

C11-S1-PJ
6U5T-14A464-JA



C11-S2-PJ
4L3T-14A624-XB

LIGHTS CONTROLLED BY HEADLAMP SWITCH
The headlamp switch used on the Super Duty F-Series vehicles is a switch that communicates with the Body Control Module (BCM) via a Local Interconnect Network (LIN) connection to activate all exterior lighting. For halogen lamp vehicles, the left-hand and right-hand high- and low-beam headlamps are controlled individually by field-effect transistors (FETs) in the BCM.

For LED lamp vehicles, the left-hand and right-hand high- and low-beam headlamps are controlled individually by FETs in the BCM that interface with a module integrated in the headlamp assembly. Daytime Running Lamps (DRL) and park lamps are driven from the same circuit, so there is another LIN communication connection between the BCM and headlamps to control those individually.

Lamp outage is controlled by a dedicated circuit between the lamp assemblies and the BCM. A connection to any circuit in the system controlled by the headlamp switch must be done using an auxiliary relay. Any connection must be performed on the lighting output of the BCM.

Additional loads connected to the headlamp switch will damage the headlamp switch.

SUPER DUTY
PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS

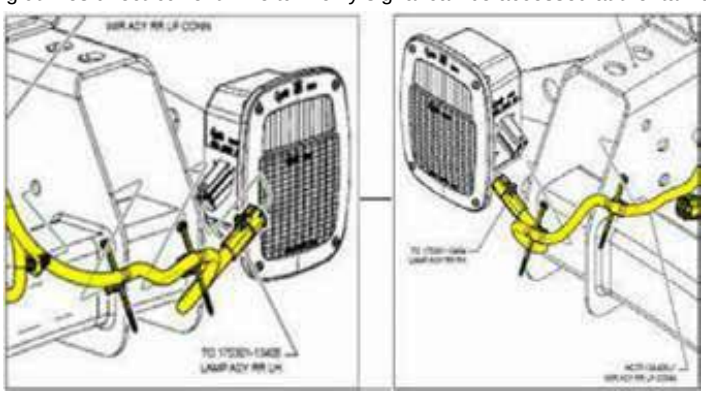
TAILLAMP LIGHT CONTROL CHANGES ON SUPERDUTY
Rear lighting is now different between Pickup's and Chassis Cab.
Pickups with LED lamps, units will have separate Stop and Turn lamp circuits.

NOTE: Chassis Cab units will still come with combined Stop and Turn lamps.

SEPARATING TAIL-LAMP STOP/TURN SIGNALS – CHASSIS CAB
Some upfits require separate stop and turn signals. In these situations, the BCM must be reconfigured to change the stop/turn signal output to turn-only. The stop signal can
then be provided from the Aftermarket CHMSL Access located at the end of frame (shown on page below). To reconfigure the BCM from STOP/TURN to TURN-ONLY, use the FDRS (Ford Diagnosis and Repair System) tool to access the settings:
*Procedure in Development

CONVERT TAIL-LAMPS FROM INCANDESCENT TO LED – ALL SUPER DUTY
The rear lamps may be configured for use with either Halogen/Incandescent or LED turn
signals by means of reconfiguring the BCM. Use a FDRS (Ford Diagnosis and Repair System) tool to access the settings:
*Procedure in Development

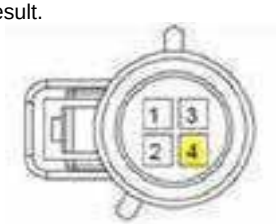
The "Incandescent" setting utilizes PWM (Pulse-Width Modulation) in the tail-lamp circuit, while the "LED" setting utilizes direct-current. The turn-only signal can be accessed at the tail-lamp.



Each turn signal circuit is powered through the BCM and is Field-Effect Transistor (FET) protected. Do not exceed a lamp load of 2.9 Amps or BCM damage could result.

CLS27 (GN/WH) in Cavity 4, RH Lamp

CLS23 (GY/BU) in Cavity 4, LH Lamp



F3LB-14A624-GB

CHMSL ACCESS FOR BRAKE LIGHT FUNCTION OR ADDED UPFITTER CHMSL - ALL SUPER-DUTY
A CHMSL feed is provided at the end of the frame on all Super-Duty trucks on the left-hand side. This is in addition to the feed provided as part of the Customer Access Circuits located in the vehicle cab behind the passenger-side kick panel. This is a FET controlled output limited to 5A (no longer a fuse)

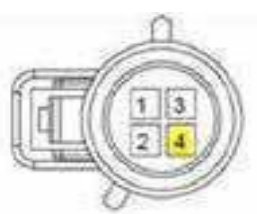
PROTECTED FEEDS WIRE COLOR	CIRCUIT NO.	CIRCUIT INTENT	DESCRIPTION
VIOLET/WHITE	CCB08	Service Brake Signal Output	Underhood PDB C1PDB01 PIN 10
			Intended for upfitter added CHMSL. Blunt cut tapes to harness at rear of frame on Left hand side

PROTECTED FEEDS WIRE COLOR	DESCRIPTION
BU	TRAILER-BRAKE CONTROL MODULE OUTPUT
GY / BN	BACK-UP LAMPS
BK	GROUND
VI	HIGH-MOUNT STOP LAMP
YE	LEFT-HAND STOP / TURN
GN	RIGHT-HAND STOP / TURN
OG	BATTERY CHARGE
BN	PARK LAMPS

COMBINING TAIL-LAMP STOP & TURN SIGNALS - PICKUP BOX
Pickup units will have SEPARATE Stop and Turn lamps. For upfits built off a Pickup that require a combined stop/turn signals it is recommended to use the Ford Pick-up Box Removal Wiring Harness (PC3Z-13A409-Z). The Turn Signal circuit (from the Separate Tail Lamp config - Circuit CLS23 LH Lamp and CLS27 RH Lamp) will be used as the combined STOP/TURN and require the BCM to be reconfigured. To reconfigure the BCM from separate stop and turn to combined Stop/Turn, use a FDRS (Ford Diagnosis and Repair System) tool to access the settings:
Choose Toolbox Tab> Select BCM :Procedure still in Development)

CLS27 (GN/WH) in Cavity 4, RH Lamp

CLS23 (GY/BU) in Cavity 4, LH Lamp



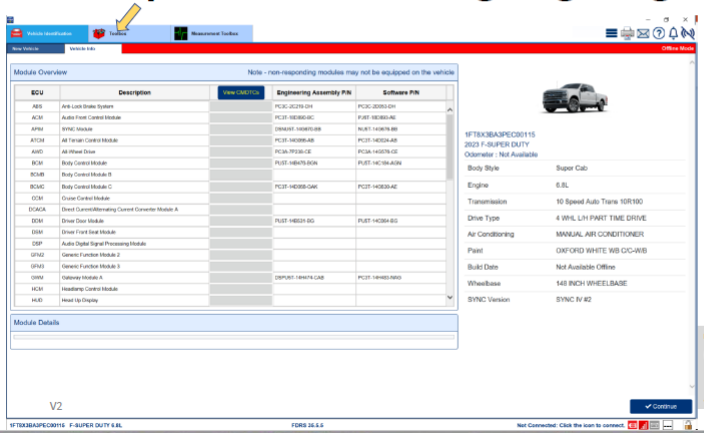
F3LB-14A624-GB

SUPER DUTY

PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

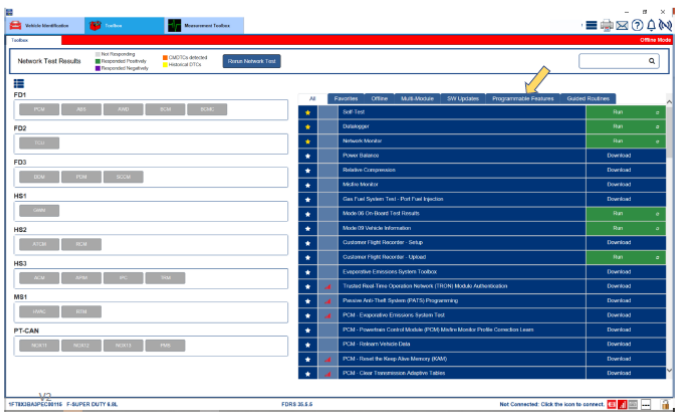
FDRS Steps for Box-Removal Lighting Using Service Harness



After logging in and choosing vehicle, select "Toolbox" tab.

P708 MY23 Super Duty

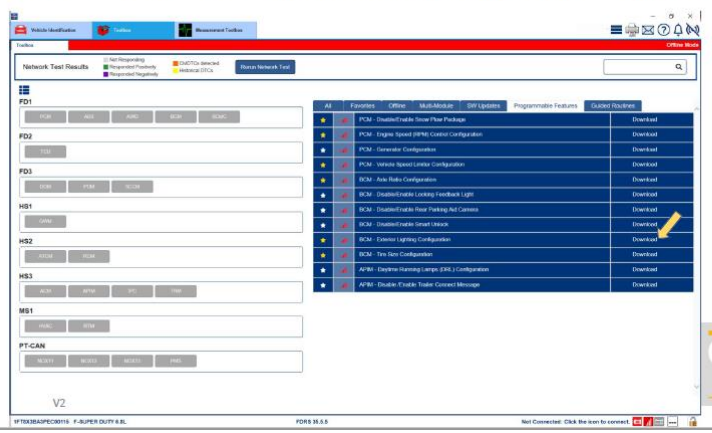
FDRS Steps for Box-Removal Lighting Using Service Harness



In Toolbox tab, select Programmable Features tab on the right of the screen.

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

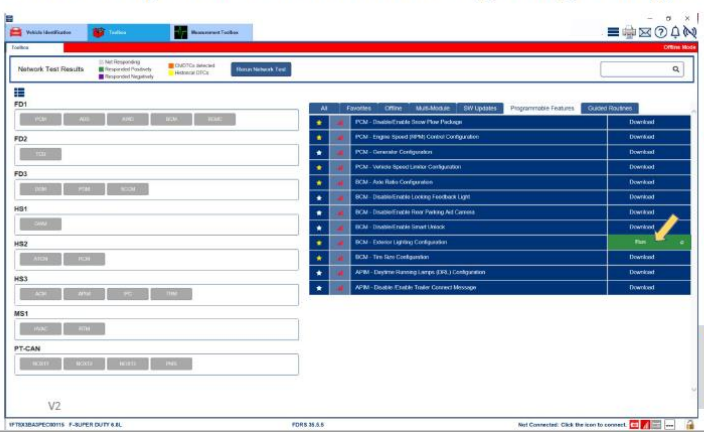


Note:
If the BCM Exterior Lighting Configuration box has Run

Be sure to click the reload circle to the right as the subroutine has changed recently.

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness



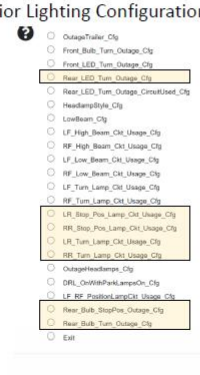
Select "RUN" in BCM Exterior Lighting Configuration box to bring up options.

SUPER DUTY
PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



- Options can only be selected one at a time.
- Order is not necessarily significant.
- We will be using the options in the highlighted boxes.

V2

5

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:

Click the radio button on Rear_LED_Turn_Outage_Cfg and then click the SELECT button in the lower right.

V2

6

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:

Click the radio button for NO_OUTAGE and then click the SELECT button in the lowr right.

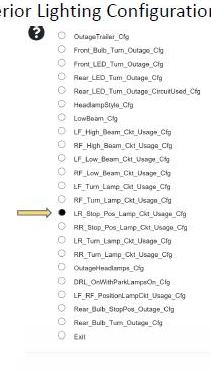
V2

7

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on LR_Stop_Pos_Lamp_Ckt_Usage_Cfg and then click the SELECT button in the lower right.

V2

8

SUPER DUTY
PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:

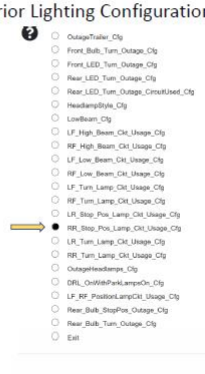
Click the radio button for NOT_USED and then click the SELECT button in the lower right.

V2

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on RR_Stop_Pos_Lamp_Ckt_Usage_Cfg and then click the SELECT button in the lower right.

V2

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:

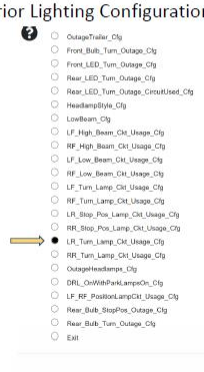
Click the radio button for NOT_USED and then click the SELECT button in the lower right.

V2

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on LR_Turn_Lamp_Ckt_Usage_Cfg and then click the SELECT button in the lower right.

V2

SUPER DUTY
PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:

Click the radio button for STOP_TURN and then click the SELECT button in the lower right.

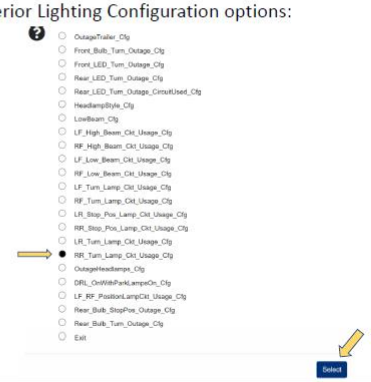
V2

13

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on LR_Turn_Lamp_Ckt_Usage_Cfg and then click the SELECT button in the lower right.

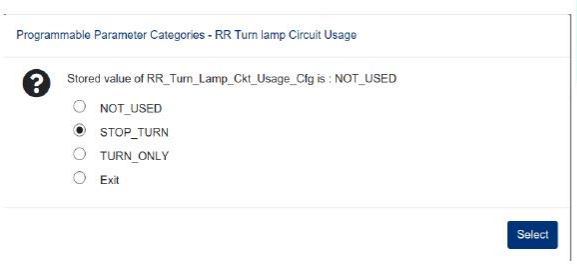
V2

14

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:



Click the radio button for STOP_TURN and then click the SELECT button in the lower right.

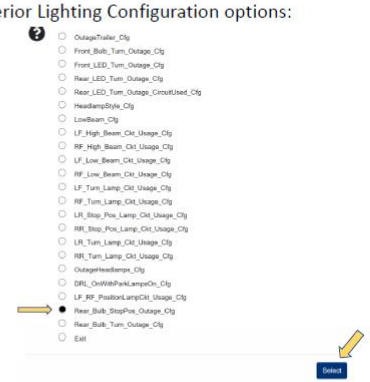
V2

15

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on Rear_Bulb_StopPos_Outage_Cfg and then click the SELECT button in the lower right.

Note: “Stop Outage” causes fast flash in the cluster just like “Turn Outage” would.

V2

16

SUPER DUTY
PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

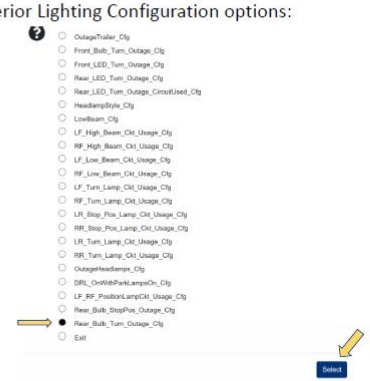
The following screen opens:

Click the radio button for NO_OUTAGE and then click the SELECT button in the lower right.

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:

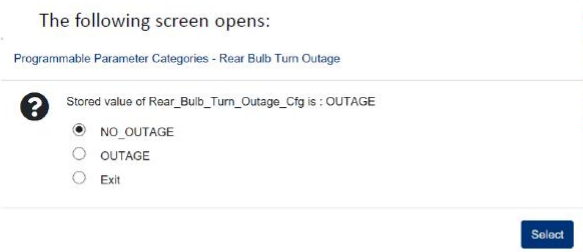


Click the radio button on Rear_Bulb_Turn_Outage_Cfg and then click the SELECT button in the lower right.

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

The following screen opens:

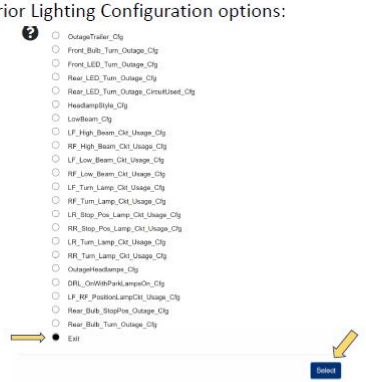


Click the radio button for NO_OUTAGE and then click the SELECT button in the lower right.

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness

Exterior Lighting Configuration options:



Click the radio button on Exit and then click the SELECT button in the lower right.

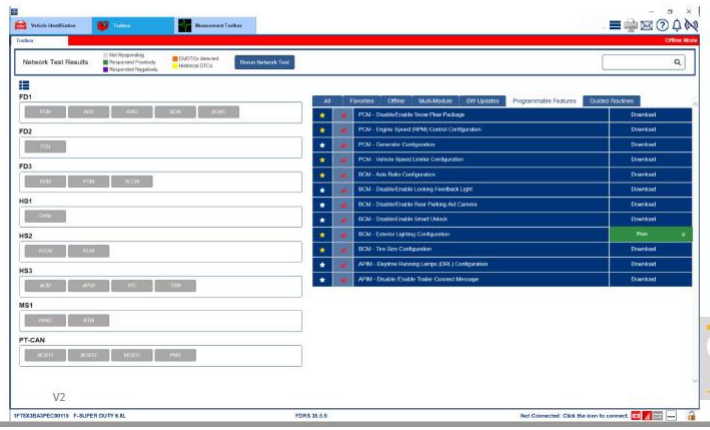
This step closes out the Lighting Configuration session and finalizes the BCM settings and performs a BCM reset. No further reset or battery disconnect should be required for proper function.

SUPER DUTY

PICKUP & CHASSIS CAB REAR LIGHTING CIRCUITS (CONT)

P708 MY23 Super Duty

FDRS Steps for Box-Removal Lighting Using Service Harness



You should return to this screen upon exit of the lighting tool. You may exit or continue with other tasks.

COMMERCIAL VEHICLES BUILT Ford TOUGH

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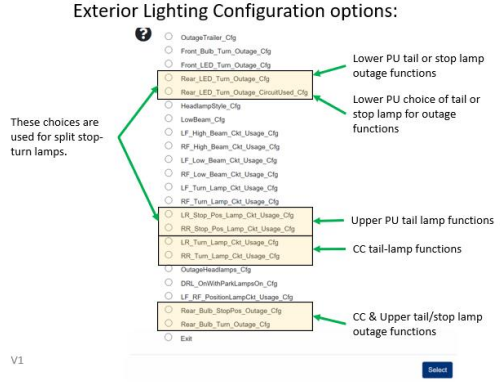
P708 MY23 Super Duty

FDRS Steps for Box-Removal Or Lighting Choices

Exterior Lighting Configuration options:

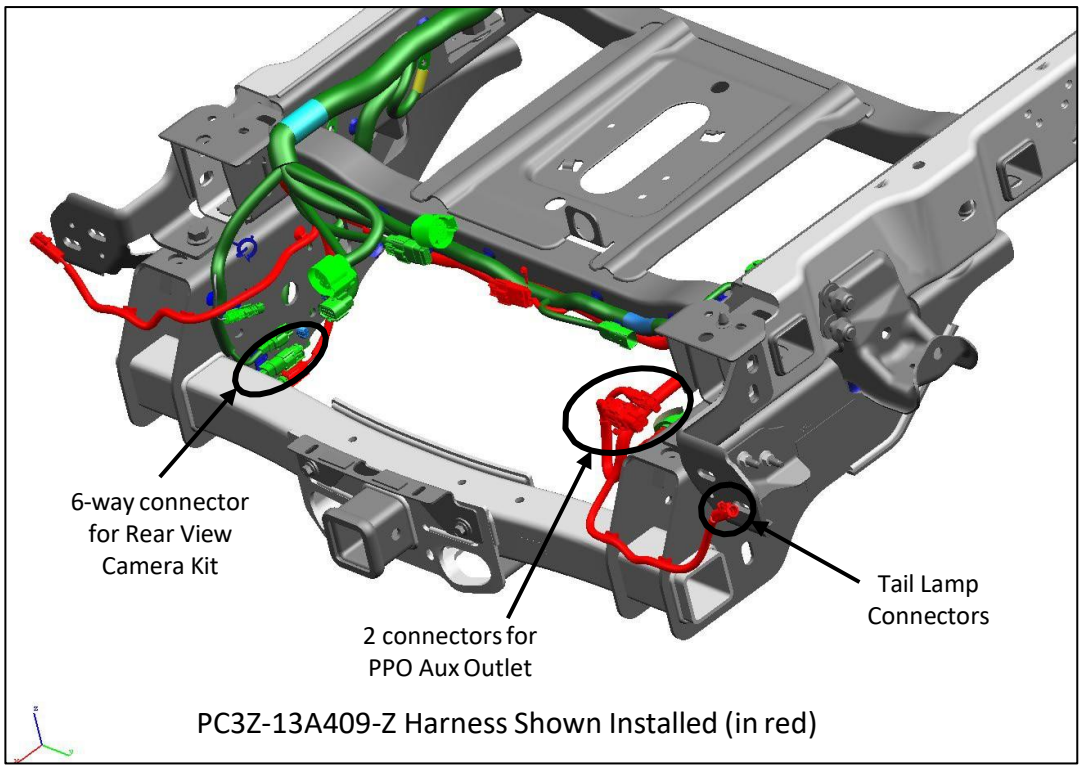

These choices are used for split stop-turn lamps.
Lower PU tail or stop lamp outage functions
Lower PU choice of tail or stop lamp for outage functions
Upper PU tail lamp functions
CC tail-lamp functions
CC & Upper tail/stop lamp outage functions
Select
V1

- Options can only be selected one at a time.
- Order is not necessarily significant.
- We will be using the options in the highlighted boxes.

COMMERCIAL VEHICLES BUILT Ford TOUGH

1

SUPER DUTY
TAILGATE & PICKUP BOX REMOVAL



PC3Z-13A409-Z Harness Shown Installed (in red)

TAILGATE REMOVAL TRIM LEVEL AND FEATURE RESTRICTIONS
Tailgate removal is only supported on vehicles without the Power Tailgate, as this feature cannot be de-activated and error messages will appear if the integrated module is removed.

NOTE:
PLEASE SEE THE FORD PICKUP BOX REMOVAL BBLB FOR IMPORTANT REGULATORY GUIDANCE.

BOX REMOVAL TRIM LEVEL AND FEATURE RESTRICTIONS
Pickup Box removal is only supported on XL and XLT trim vehicles without 360-degree camera or BLIS features, as these features cannot be de-activated and error messages will appear if integrated sensors are removed. See SVE Bulletin Q-356 for additional details.

BOX REMOVAL WIRING
To replace the removed circuits and avoid electrical system issues on Super Duty trucks with the pickup box and box wiring harness removed, install PC3Z-13A409-Z wire harness (available through service) into the C408 connector at the right-hand rear of the vehicle frame. This harness has provisions for Pro Power Onboard feature, if the vehicle does not have PPO feature, two connectors will be unused (see Illustration)

BOX REMOVAL WITH PRO POWER ONBOARD FEATURE
Several options are available for the auxiliary outlet when removing the pickup box:
- Remove the existing outlet from the pickup box and install in the SUB. A 6m (18 ft) extension wiring harness (PC3Z-14A411-C) is available through service to provide flexibility for outlet placement.
- Install a new outlet in the SUB. An aux outlet kit (PC3Z-15A416-C) is available through service and includes the outlet, 6m (18 ft) extension wire harness and fasteners.
- If the auxiliary outlet cannot be mounted in the SUB or is not desired by the customer, the aux outlet must be disabled using an FDRS tool. The vehicle wiring connectors that are no longer used must be capped or otherwise sealed to prevent risk of shock or shorting.

In all cases, please see the Pro Power Onboard guidance elsewhere in this BBLB for further guidance. The PPO aux outlet connectors are show in the illustration.

BOX REMOVAL WITH SUPERCAB BODY STYLE
If a SUB wider than 80” is planned, consider installing Service Kit HC3Z-2821952-B on the rear door hinge. This will limit the SuperCab rear door opening angle to 90 degrees and prevent unintentional contact between the door and the SUB.

BOX REMOVAL AND TAIL LAMPS
See the “Tail-Lamp and CHMSL Circuits” pages elsewhere in this BBLB for information on Tail- Lamp wiring and configuration information.

BOX /TAILGATE REMOVAL AND REAR VIEW CAMERA
A Rear-View Camera Kit is available through service, see the “Rear View Camera” section in this BBLB for part number, kit contents, and FMVSS 111 Compliance Capability. The Camera kit will plug into the 6-way connector on LH side of vehicle (see illustration).

TRAILER BRAKE CONTROLLER (TBC)

TRUCKS WITH A FORD TRAILER BRAKE CONTROLLER
All 2023 F-Super Duty vehicles are equipped standard with a factory trailer brake and lighting controller (TRM) which also controls initiates the trailer charging system. For trailer charging to operate, the TRM must detect a connected trailer and a brake pedal input before charging will be present at the trailer connector. The TRM for trailer charging and lighting features can operate independently of the brake control feature. There is no relay in the battery junction box for this feature anymore, so the factory module should remain installed even in the event an aftermarket brake controller is used.

A service kit (HC3Z-19H332-A) is still available for upfitters wishing to install an aftermarket brake controller. The vehicle must be equipped with either Trailer Tow Package (option code 531)or Max Trailer Tow Package (option code 535) for the kit to be functional.

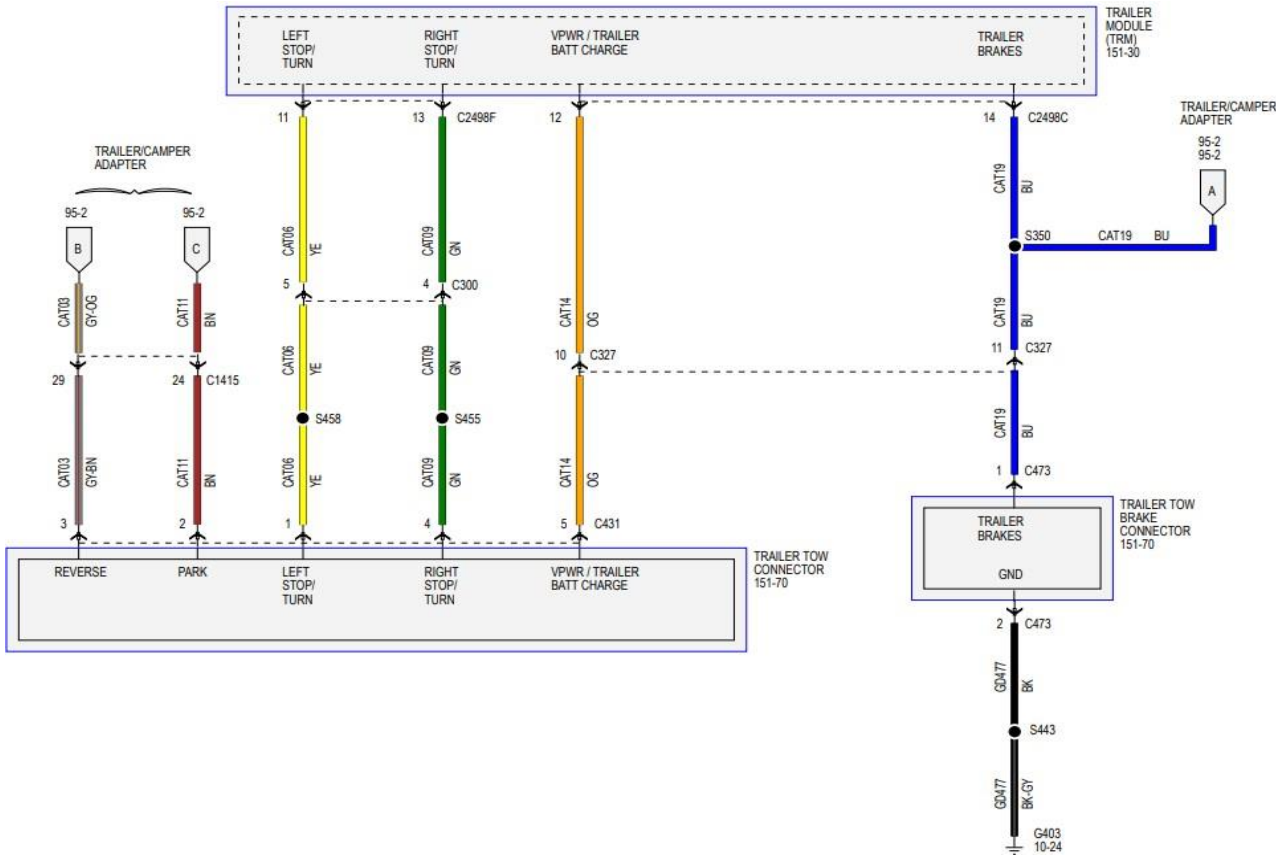
UPFITTERS INSTALLING ADDITONAL BODY LIGHTING
The trailer lighting outputs are controlled via a combination of outputs from the TRM, or smart relays in the battery junction box. The trailer circuits have the following load ratings:
- *Reverse Lamps: 10A, fuse rating*
- *Stop / turn signals: 8A max for each side, electronically controlled Trailer Battery Charge: 20A max, electronically controlled*

HARNESS CONNECTORS (CHASSIS CAB)
All Super-Duty harness now come with standard connectors (in lieu of blunt-cut wires) on the body trailer-tow harness at the aft end of the frame.

SERVICE PART #
FU5Z-14489-A
4/7-WAY TRAILER-TOWCONNECTOR

SERVICE PART #
LC3Z-13A576-A
5-FT JUMPER HARNESS
(COMPATIBLE WITH ADDED TRAILER-TOW CONNECTORS)

CHASSIS CAB



Body Builders Layout Book

SUPER DUTY

VEHICLE INTEGRATION SYSTEM 2.0

FORD PRO - Vehicle Integration System 2.0 OFFERING
2023MY SUPER DUTY PICKUP & CHASSIS CAB - if equipped.

- Pickup Optional - Order Code 18A
- Chassis Cab is **Standard**, but **Vehicle Integration System 2.0 Delete is available - Order Code 18Y**

ELECTRICAL OVERVIEW:
IMPORTANT - 2023MY Super Duty has a new electrical architecture and includes CAN encryption. The new electrical architecture will no longer use the Gateway Module/OBDII connector, instead it will have a central gateway module connecting all the networks and provide channels via the standalone OBDII connector for diagnostic commands.

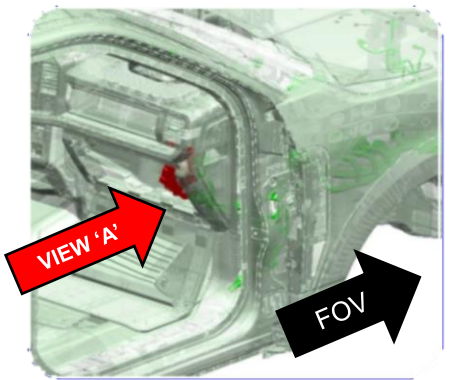
NOTE: The new Super Duty electrical architecture will no longer provide a wired circuit for electronic park brake signal/status output. The electronic park brake signal/status output will be available in J1939 format for vehicles equipped with the Vehicle Integration System 2.0. (This signal would be equivalent to sending a diagnostic command to the ABS module for Park Brake status or gaining access to the vehicle CAN network and decode the message/signal.)

Vehicle Integration System 2.0 OVERVIEW:
The 23MY Super Duty provides an improved upfitter experience through the Ford Pro Vehicle Integration System 2.0 that simplifies the upfitting process by providing vehicle CAN output access in the preferred J1939 format while enabling one-way communication between the second unit body (SUB) and the vehicle. The Vehicle Integration System 2.0 will not be programmable and will not provide hard circuit outputs at this time.

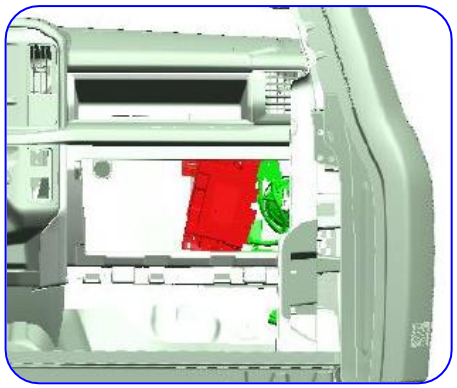
- NOTE: Vehicle Integration System 2.0 can be installed to a vehicle if it was not ordered or equipped from factory (module installation referenced later in this document and/or referenced in the BBLB). Additionally, replacement of Vehicle Integration System 2.0 is available through authorized Ford Dealers - .
- Vehicle Integration System 2.0 Service Part Number: PC3Z-14G372-B* (Reference Engineering Part Number: PC3T-14G589-A*)

Vehicle Integration System 2.0 POWER ON/OFF STRATEGY
Vehicle Integration System 2.0 is powered at all times during 'Key-On' and 'Accessory' modes –module will be 'awakened' and/or 'asleep,' in a maximum of 5 seconds. In 'Key-Off' mode, the module will not transmit any constant signal(s).

- Awake Function - The 'awaking' conditions are of two types:
  - a soft interruption (network management call from CAN) and
  - a circuit stimulation (any change of state in analog or digital inputs).
- Asleep Function - The trigger to go to sleep is based on the network management call from CAN network, this is dependent on conditions required for the module to sleep and/or 'Key-Off' mode.



PASSENGER SIDE OF VEHICLE SHOWN


VIEW IN 'A'

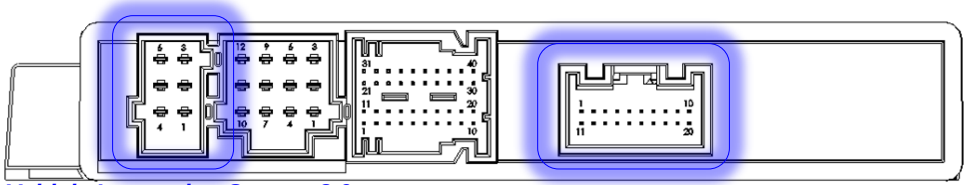
Vehicle Integration System 2.0 J1939 OUTPUT SIGNALS:		
ABS Active	Day	Vehicle Inhibit Motion
Ambient Air Temperature	Hours	Auxiliary Digital Input 1 Status
Air Conditioner Compressor	Minutes	Auxiliary Digital Input 2 Status
Accelerator Pedal Position	Seconds	Auxiliary Digital Input 3 Status
HVAC Recirculation Switch	Year	Auxiliary Digital Input 4 Status
Battery Current	Headlamp Low Switch Status	Auxiliary Digital Input 5 Status
Battery Voltage	Headlamp High Switch Status	Auxiliary Digital Input 6 Status
Battery Temperature	Headlamp Light Switch Status	Auxiliary Digital Input 7 Status
Brake Switch	Front Blower Speed	Auxiliary Digital Input 8 Status
Battery State Of Charge	Ignition Status	Auxiliary Digital Input 9 Status
Cruise Control Mode	Man Rgen Soot	Auxiliary Digital Input 10 Status
Day Running Light	Max Defroster Switch Status	Auxiliary Digital Input 11 Status
Door 1 Status	Odometer Master Value	Auxiliary Digital Input 12 Status
Hood Status	Oil Pressure Warning	Auxiliary Digital Input 13 Status
Door 2 Status	Perimeter Alarm Status	Auxiliary Digital Input 14 Status
Door 3 Status	Park Brake Switch Status	Auxiliary Digital Input 15 Status
Door 4 Status	Park Brake Status	Auxiliary Digital Input 16 Status
Door 5 Status	Park Light Headlamp Status	Auxiliary Digital Output 1 Status
MIL Lamp	Regenerative Braking Status	Auxiliary Digital Output 2 Status
Emergency Light Siren	Second Row Passenger Buckle Status	Auxiliary Digital Output 3 Status
Engine Status	Second Row Driver Buckle Status	Auxiliary Digital Output 4 Status
Engine Speed	Second Row Driver Middle Buckle Status	Auxiliary Digital Output 5 Status
Engine Coolant Temperature	Second Row Middle Buckle Status	Auxiliary Digital Output 6 Status
Engine Oil Temperature	Second Tow Passenger Middle Buckle Status	Auxiliary Digital Output 7 Status
Powertrain Status	Steering Wheel Angle	Auxiliary Digital Output 8 Status
First Row Driver Buckle Status	Stop Lamp Brake Request	Automatic Engine Idle Shutdown Override
First Row Passenger Buckle Status	Third Row Driver Buckle Status	Wheel Based Vehicle Speed
Front Fog Light Status	Third Row Middle Buckle Status	Vehicle Identification Number
Rear Fog Light Status	Third Row Passenger Buckle Status	Acceleration Rate
Fuel Level Percentage	Tire Pressure	Long Rate
Oil Transmission Temperature	Park System	Roll Rate
Neutral Gear	Left Turn Light Status	Vertical Rate
Current Gear	Right Turn Light Status	Yaw Rate
Select Gear	Hazard Light Switch Status	Front Wiper Switch Status

VEHICLE INTEGRATION SYSTEM 2.0 (CONT)

J1939 Vehicle Integration System 2.0 OUTPUT CUSTOMER CAN-SIGNAL ACCESS

1. Access to the Vehicle Integration System 2.0 and connectors is achieved by glove compartment removal. For glove compartment, please reference the Motorcraft Service Procedure.

2. With the glove compartment removed, reference the module and 2 connectors: Black 20-Way & Blue 6-Way (image highlighting below)



Vehicle Integration System 2.0 6-Way Connector View

Vehicle Integration System 2.0 20-Way Connector View

3. Disconnect both the Black 20-Way and Blue 6-Way from the module to ensure no power is being delivered to module. (Reference 23MY Super Duty Body Builder Layout Book for circuits/pin-outs details.)

4. The Black 20-Way circuits will be used to access the J1939 signals. Focusing on the Black 20-Way connector, carefully begin to unravel/unwrap the flocked tape around the harness such that enough workable length is available to expose the wire circuits. Stow away the unraveled/unwrapped flock tape so it can be reused for re-installation later.

5. Locate the J1939 wired circuits 3 & 4 (wire 3 CAN ' + ' GN/BU & wire 4 CAN ' – ' GY/BU). These 2 circuits will be used in order to perform the cut and splice to obtain the signals.

   NOTE: The circuits remaining in the harness will not be used and no longer need to be connected. Recommend taping the circuits back securely and stowed away from the splice.

   NOTE: Follow the Ford approved procedure for soldering circuits to complete the splice. These are CAN network circuits that are a twisted pair, and for the added length ensure it meets the twists per foot requirement (4 twists per 50mm)

6. Complete the splice, following the Ford Repair Guidelines, rewrap the flock tape removed (Step 4) or use an acceptable substitute ensuring that circuits are wrapped within 50mm from the back of the connector

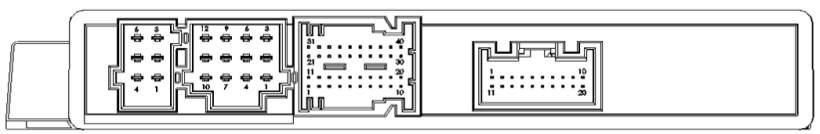
7. Reconnect the Black 20-way, and Blue 6-way to the Vehicle Integration System 2.0 module

8. Reinstall the module and glove compartment following the reinstallation procedure outlined by Motorcraft Service, www.motorcraftservice.com .

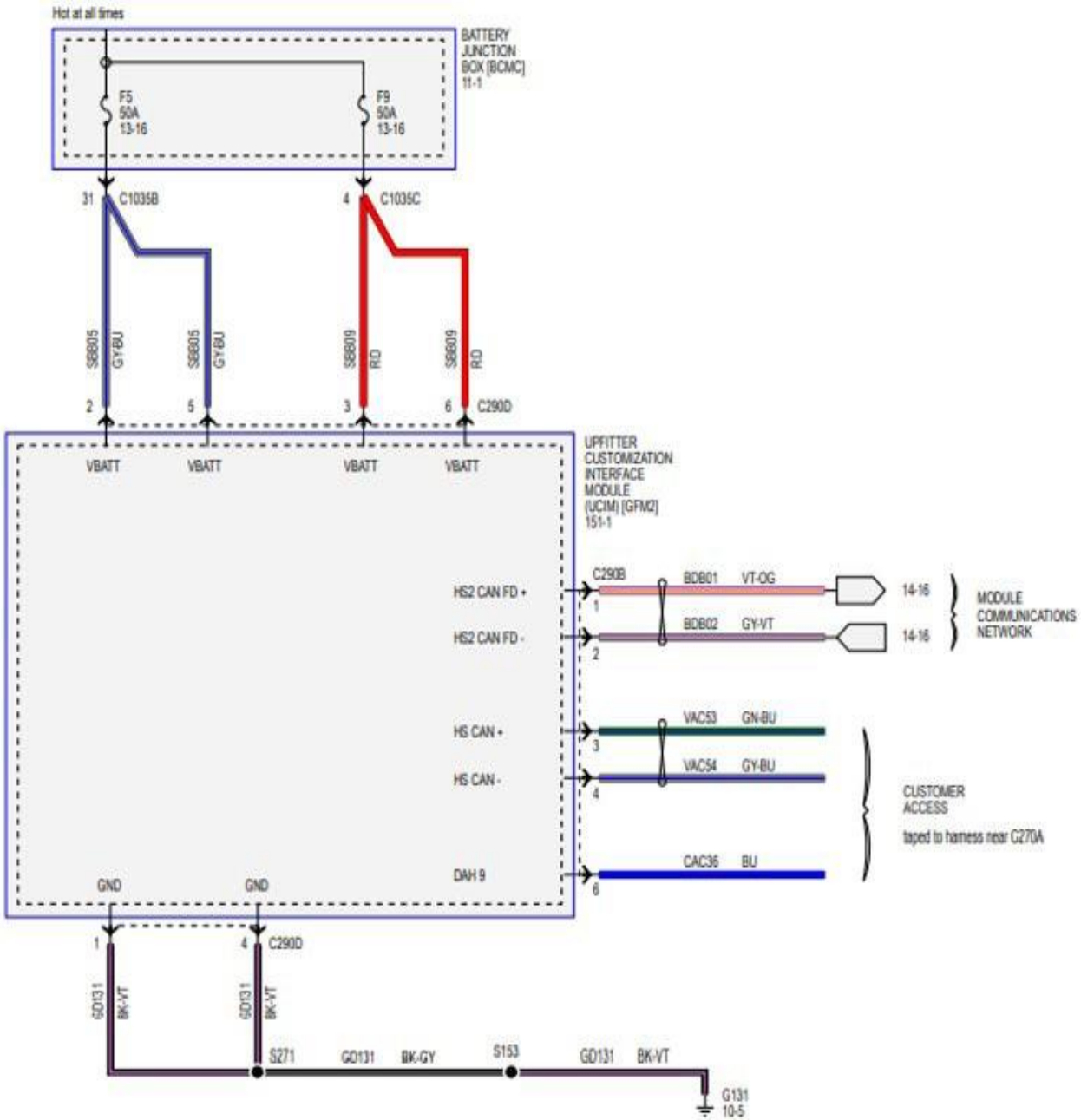
Body Builders Layout Book

SUPER DUTY

VEHICLE INTEGRATION SYSTEM 2.0 (CONT)



REFERENCE - Vehicle Integration System 2.0
CONNECTOR SIDE

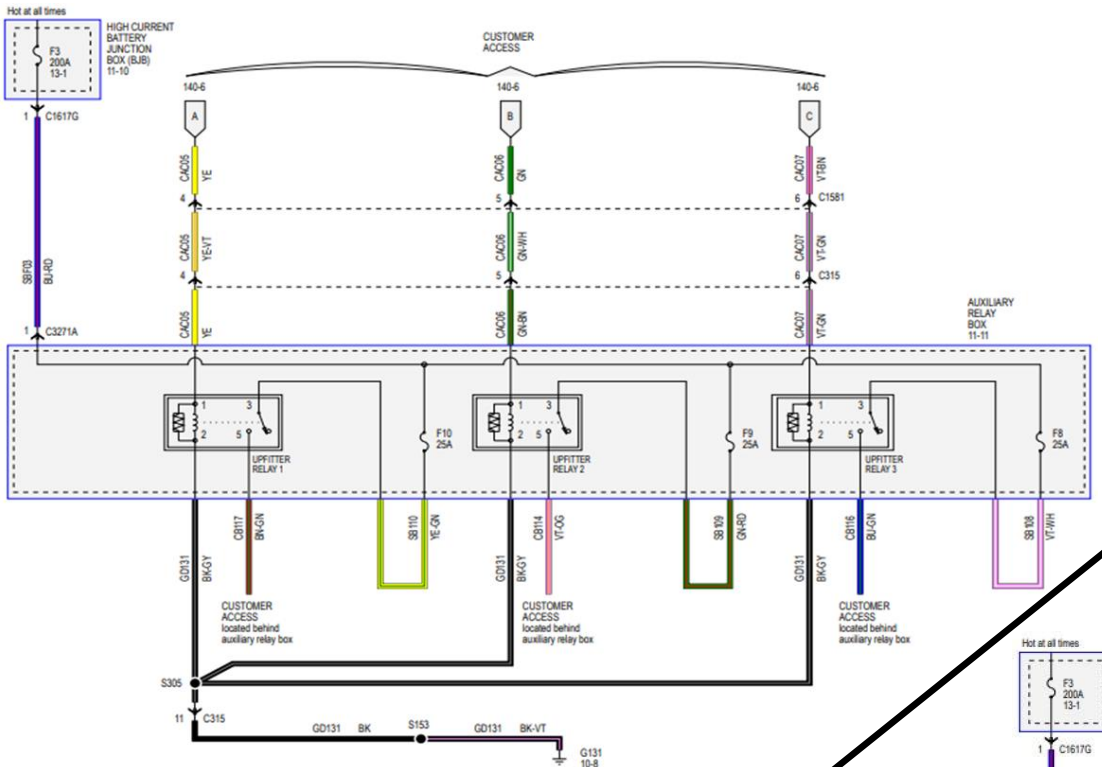


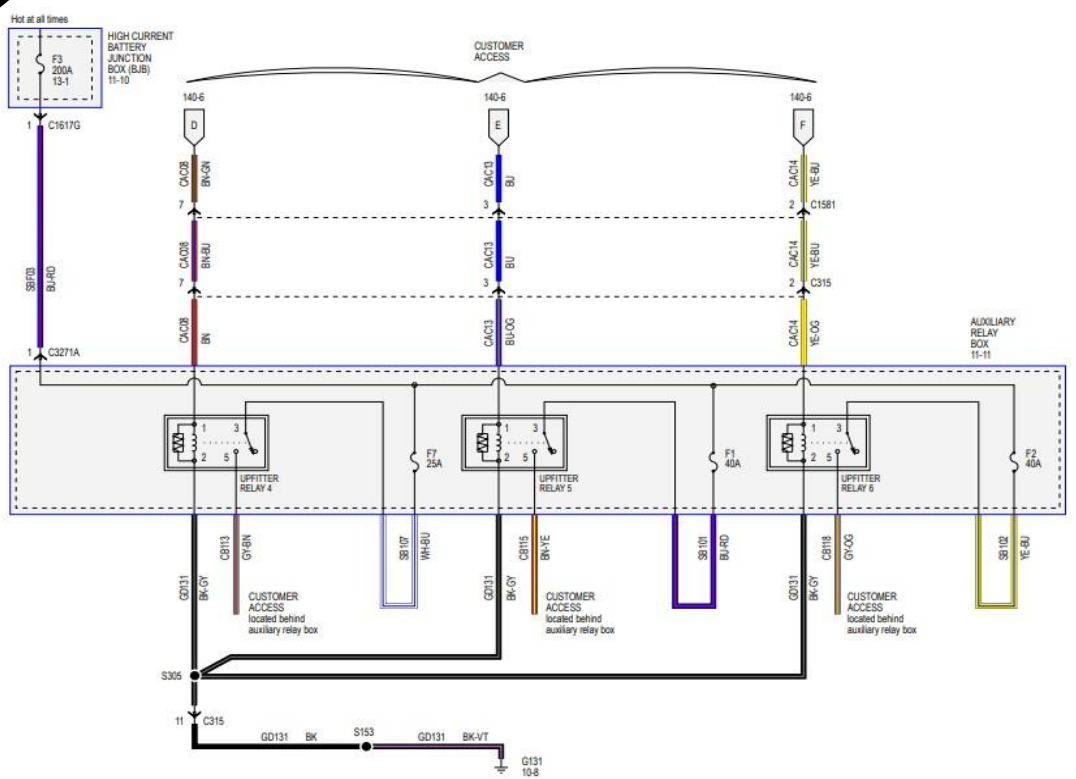
Ford PRO

Body Builders Layout Book

SUPER DUTY

UPFITTER RELAY BOX

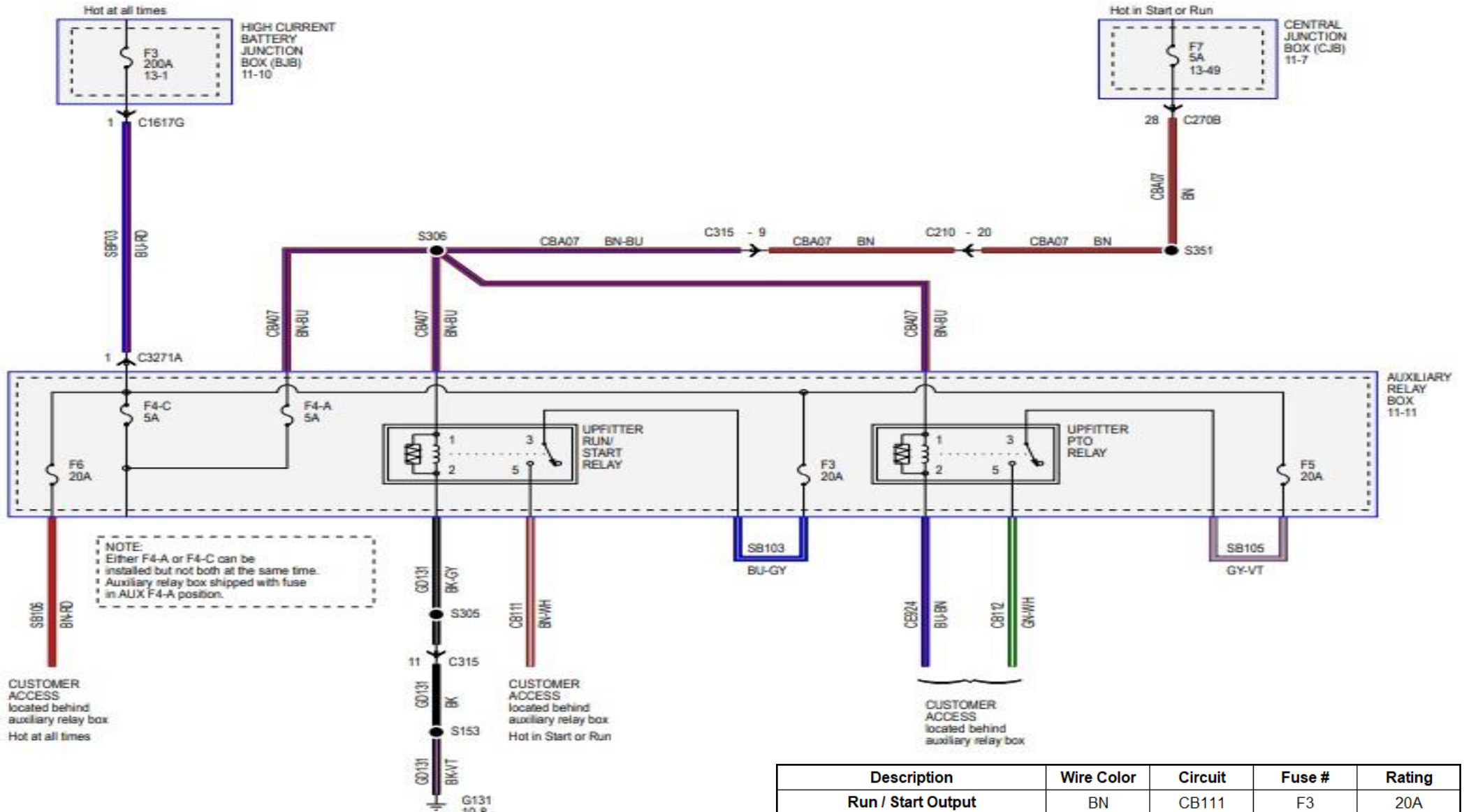




Body Builders Layout Book

SUPER DUTY

UPFITTER RELAY BOX (CONT)



Description	Wire Color	Circuit	Fuse #	Rating
Run / Start Output	BN	CB111	F3	20A
PTO Relay Output	GN / WH	CB112	F5	25A
Battery Hot Output	BN / RD	SB106	F6	20A
PTO Relay Control	BU / GY	CE924	F4A or F4C	5A

Either F4A or F4C can be installed but not both at the same time.
Upfitter Relay Box is shipped with fuse in F4A position.

SUPER DUTY
UPFITTER SWITCHES

The Ford Upfitter Switches are optional overhead console mount switches (Option Code 66S) that control underhood mounted relay. (Reference the Upfitter Relay Box section of this BBLB). All fuse are in the Upfitter Relay Box.

Body Builders Layout Book

SUPER DUTY

CHANGE CONTROL

REVISION:

- UPDATED Pro Power Onboard Guidance 20230601
- UPDATED F-250 SRW GVWR UPGRADE TRAILER TOW 20230601
- UPDATED CIRCUIT SCHEMATICS 20230517
  - SEIC / BCP INTERFACE 6.8L/7.3L GAS
  - SEIC / BCP INTERFACE 6.7L DIESEL
  - SEIC / PTO INTERFACE 7.3L MOBILE MODE
  - SEIC / PTO INTERFACE - 6.7L MOBILE MODE
  - SPLIT-SHAFT MODE 6.7L DIESEL SCHEMATIC
- UPDATED SEIC/PTO WIRING SCHEMATICS 20230415
- REMASTERED 20230410
- PUBLISHED 20230425